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Volume CCXXIX No. 2980

The SPHERE, London, May 11, 1957

The SPHERE

with which is incorporated THE GRAPHIC

THE QUEEN WATCHES POLO AT WINDSOR—HER MAJESTY WITH PRINCE CHARLES AND PRINCESS ANNE IN THE ROYAL BOX: They saw Prince Philip in the start of the season at Smith's Lawn, in Windsor Great Park. Captaining the Welsh Guards in the semi-final round of the Combermere Cup, he scored 3 goals in his team's total of 6, against the Red Jackets' 2½. During an interval, a Royal Canadian Mounted Police contingent, now visiting Britain, rode round the field in full dress.

Polo, which is one of the most ancient games in the world, has increased in popularity during the last few years in Britain, both for players and as an attraction for spectators. One reason for this is undoubtedly the fact that the Duke of Edinburgh is a keen player, and often the Queen, with their two children, goes to watch him, as she did last Sunday at Windsor Great Park. Another factor widening the interest in the game is the way in which efforts are being made to transform it into a popular sport rather than one open only to riders of considerable private means. To keep ponies is normally an expensive hobby. Several clubs have started schemes by which players can obtain the use of ponies for comparatively low payments. Both the Royal interest and the systems of less expense for players can be taken as auguries for an excellent season. Besides the games for the Combermere Cup at Windsor, last week-end saw polo under way at Cowdray Park with the semi-finals for the Tyro Cup and on a new ground at Ham House, near Richmond, in Surrey, where the opening was marked by a match between Woolmer's Park (Hertfordshire) and the Ham Polo Club.

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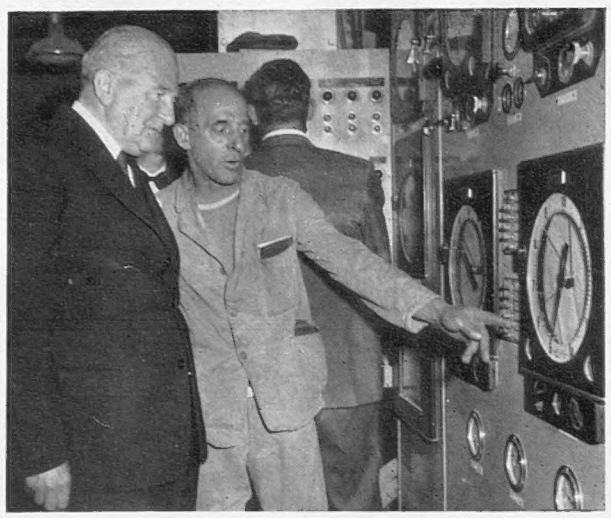
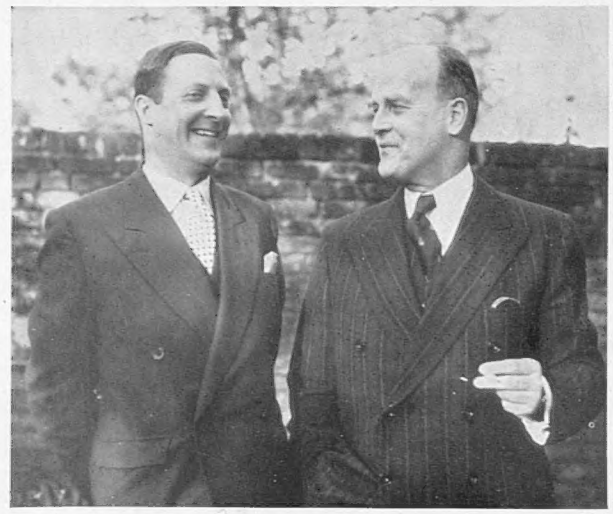
A TERLITE PLANT IN LONDON



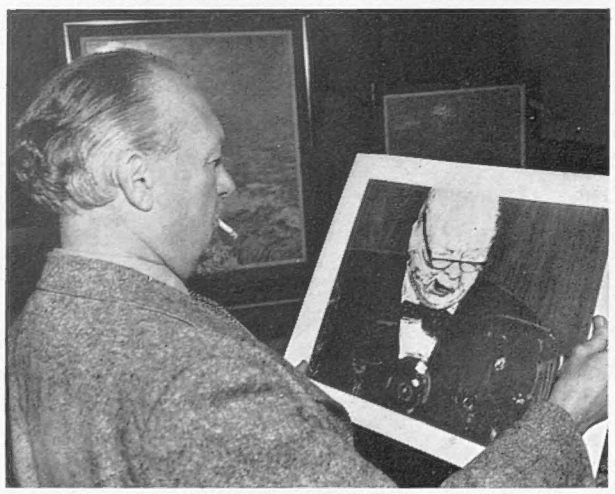
THE MINISTER OF POWER INAUGURATES A NEW PROJECT : Lord Mills is being shown a control panel at the Cementation Company's full-scale research plant at Battersea Power Station which is making Terlite, a new lightweight aggregate, from pulverised fuel ash. It is claimed that development of its use as a building material would open the way to lighter and cheaper building in Britain.

"ESCAPE OF THE AMETHYST"



THE COMMANDING OFFICER OF THE FAMOUS FRIGATE MEETS THE AUTHOR OF THE NEW BOOK : Commander J. S. Kerans, D.S.O., R.N. (on left), is seen with Brigadier C. E. Lucas Phillips, M.C., the author of *Escape of the Amethyst*, at a party given by William Heinemann Ltd. on the occasion of the publication of the book. A review is on page 238. *Amethyst*, which ran the Communist gauntlet on the Yangtse in 1949, is now being broken up at Plymouth after taking part in a film version of the dash to freedom. Pictures of the frigate's last days at the breakers' yard appeared in last week's issue of "The Sphere."

PORTRAIT OF SIR WINSTON CHURCHILL



AN EXHIBIT AT THE SUMMER EXHIBITION OF THE ROYAL ACADEMY : Ruskin Spear is looking at a photograph of his painting of Sir Winston Churchill which is at Burlington House. The portrait of Sir Winston, speech-making in typical belligerent mood, is closer in style to the famous Graham Sutherland picture than to more conventional portraiture.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newsletter

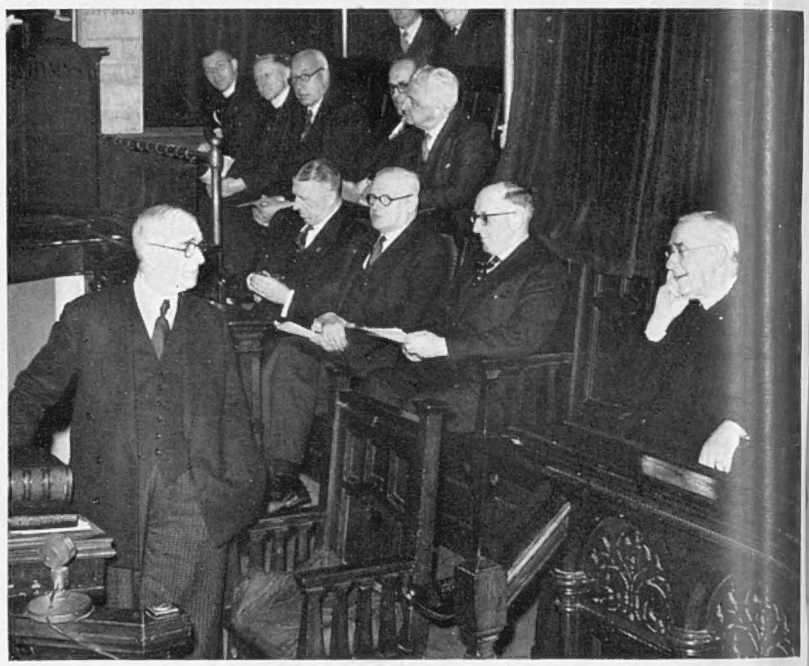
195-198, STRAND, W.C.2.

The Confidence of Mr. Macmillan.—Parliament reassembled on the last day of April, and very commendable indeed is the Premier's brisk confidence and optimism, for the course before him seems beset with canal turns and Becher's brooks. There is the eternal Suez question, with the almost certainty of another slice of humble pie for America's sleeping partner and a good deal of grumbling, if not revolt, among the Premier's followers. There is the H-bomb and its questionable fall-out. There is Cyprus and the interim report on the Makarios experiment. There is the eternal question of disarmament, with all the prejudged suspicions of Russia's duplicity which make every exploration abortive from the start. There are the reports of the courts of inquiry into the recent strikes, and the tremendous decision on which our economic survival depends of how to peg the cost of living so that claims for higher wages may at last rest on greater productivity, which should be their only justification. The unions at last have shown a realisation of the danger to their own authority of undisciplined strikes, and the nation is waiting for the Government to co-operate with the unions in facing this terrible evil. Then there is Mr. Bevan, with his harvest of knowledge of what is going on inside a dozen Eastern countries, ready to shock his own and the Government benches with his discoveries and deductions and directives. If the Premier is debonair and confident when the summer recess comes round, he will be proved a very superman, for he is likely to be under fire for months to come from small arms and big guns, from behind and in front and from enfilade fire and long-distance rockets. However, he is an old warrior, one of the few Ministers old enough to have fought with us upon St. Crispin's Day in 1914-18. True, it wasn't an atom-bomb war, but it taught us a lot about sniping and taking cover.

Touchstone or Touch-hole?—Jordan is an artificial state created out of the desert and composed of the old Bedouins of the desert—Jordanis—and an equal number of Palestinians, mostly refugees from the Israeli War which artificially increased Jordan's territory into old Palestine. Or so I understand. And the total population is about a quarter of the size of greater London. We have been left in no doubt by the pundits that the immediate issue in Jordan is of world importance. If it loses its independence—if that is the *mot juste*—the "balance of power" in the Middle East will be destroyed (if it can be said to exist), and it will be a disaster for the free world (if "free" is the right adjective). Therefore the events in Jordan are a touchstone for the Eisenhower doctrine. The American Sixth Fleet has hastily returned to the Eastern Mediterranean, a so-called "routine" move which left its ships half-manned in the haste of departure. This move is described as a proper precaution, always provided that it results in no action at all. Intervention (by what means ?) would be a disaster and King Hussein would be the last to ask for it, though he has attributed his trouble to Communist intrigue, which the Eisenhower doctrine was established to combat. Is the doctrine then proved impotent in its first test ? No, the doctrine is intangible, the policy is only an attitude of mind. Whether an intangible attitude of mind is enough to give pause to Egypt and Syria and Communism, the next few days will show. It hasn't cut much ice over the Suez business. But if Jordan remains undismembered, it will be due to the imponderable sanctions (the bluff) behind the doctrine, to the universal fear of what Israel might do and of what aid Iraq and Saudi Arabia might offer to Jordan. It certainly was much easier to keep civilisation simmering and not boiling over when Great Powers with established governments and age-old traditions ruled the lower forms of the school with an iron hand and perhaps rather rough justice ! Those are called the bad old days. All nations are equal to-day and equally uncomfortable. Sometimes the bad old days smell sweet again, and statesmen like Lord Salisbury and a few ignoramuses like you and me savour it with deplorable nostalgia.

Fourth Form Triumphant.—There are excuses for our nostalgia. Colonel Nasser is very much a lower boy and for months on end he has cocked snooks at masters and prefects and strengthened his claim to be the hero and leader of the Lower Fourth. Mr. Eisenhower in his holiday resort must sometimes regret his doctrine. The vacuum in the Middle East seems to have been filled by a bust straight, an empty bluff. All the leadership of the U.S.A., with the U.N. faint but pursuing its policy of never risking a show-down, recalls to my mind a famous cartoon in *Punch*, wherein the outraged English tourist pays the exorbitant bill of the French hotelier and adds the time-honoured threat: "*Très bien, très bien, je paye*, but I shall write to *The Times* about it." The Americans regretfully admit that Nasser's terms do not satisfy the six points, but they advise that those terms should be given a trial. The Security Council adjourn *sine die* after hearing a strong objection from France. The canal users are not ready to boycott the canal and Britain can do no more than voice strong disapproval as France has done, stressing once more that the status of the canal *must* remain international. In short, the Americans appear to some of us in a light which is highly ridiculous for a Great Power which does not hesitate to claim world leadership; the U.N. has not improved its status in our eyes and the canal users are at sixes and sevens mixing expediency with principles and playing into Nasser's hands. If the whole Suez business does not suggest an undisciplined private school of fiction *in excelsis*, I can't think of any feature lacking to make it so. Very different might have been America's attitude if the Panama Canal had been at issue these last months, under conditions exactly similar. For that matter, clearly Jordan touches her more nearly than does the freedom of the "other canal." The victory is with Nasser. The knockout blow has fallen on America's claim to world leadership and influence over the Middle East. British statesmen may well be considering whether they have signed away too much of our country's former influence, having got very slight advantages in return. In sackcloth for our crime against the U.N. at Suez, we appear to have sold the idea at a sacrificial price to Mr. Eisenhower. Gilbertian is the word and Pooh Bah played with an American accent is a Gilbert masterpiece.

THE NEW PRESIDENT OF THE BAPTIST UNION



AN INSTALLATION CEREMONY IN LONDON : The Rev. Dr. H. H. Rowley, of Manchester, the new President of the Baptist Union, turns to face Dr. Gilbert Laws, the senior former President of the Union, after his installation. He was making his address at the annual assembly of the Baptist Union of Great Britain and Ireland at the Bloomsbury Central Church in London.

"You Wicked Peers—Don't Go."—The fairies in *Iolanthe* were very angry with the peers and ordered them off. But second thoughts supervened. As Fairy Celia sang:

> You are our foe,
> We cry because we hate you so,
> You very wicked peers !
> Don't *go* !

So, too, when we establish overseas bases, intense nationalism and a sense of possible danger often raises a cry that we should pack up and go. It was so in Ceylon and Singapore, and in Libya. In all three cases second thoughts supervened, but it is not we whom they wish to retain, but the money we spend in their countries. They can't have it both ways. Bases which we may not use as and when we need them are no good to us, and we have decided to cut our defence coat to our cloth and circumstances, and if that means the use of Kenya, in due course, it looks to be a more hopeful and permanent base than most of those from which we have been turfed out or in which we still hold out on sufferance.

We don't want to go, but by jingo if we do, we take the stores, we take the guns, we take the money, too. At any rate, such part of these assets as are not looted. The world we live in is a materialistic world; everything revolves round money and everybody seems to be short of it. We are not too flush ourselves, and we try, often unsuccessfully, to get value for our money. Wicked peers we may be, but when we are ordered out, we like to take our surviving charms with us. It is bare justice. "If that is so, my dears, we'll go"—and you must pay for your national pride and security in some loss of profitable employment and spending power.

Traffic in Live Cattle.—The Balfour Committee on this beastly trade from Britain to the Continent recommended that the traffic should continue within limits. There is money in it. Up to 6,000 animals a week have recently been exported and their sufferings have earned £1,000,000 a month. Clearly cruelty pays. The traffic is not of ancient origin. It seems that the American authorities, who had bought carcasses off us formerly for their troops in Europe, found that the animals were being slaughtered in Britain under conditions below their own standards of decency. So the animals began to be shipped to Holland alive where they could be decently slaughtered. What an eye-opener for a nation which has so long prided itself on its monopoly of care and consideration for animals and looked down its nose at the cruelty of some Latin races! The trade paid and French buyers, wishing to be in on it, successfully negotiated for re-export and the *via dolorosa* lengthened as the profits increased. But the committee thinks the rail journey across France is perhaps too much of a good thing and recommends that the trade be restricted to Holland and parts of Western Germany. Keep it in the non-Latin family. The trade apparently is too brisk and profitable to have suggested to the committee that by reforming our own callous methods in Britain the trade in live cattle could cease and the buyers accept (decently slaughtered) carcasses again. In the course of the investigation the oratorical question was raised why any one country should pride itself on having a monopoly of kindness to animals. The Balfour Report suggests that the British answer to that one henceforth should be: Why, indeed?

Noah's Ark.—I am glad to learn that an international archæological expedition is to search Mount Ararat this summer for the remains of Noah's Ark. The experts are pretty sure they will find it in reasonably good condition embedded in a glacier on the mountain. An Englishman, Mr. Egerton Sykes, will lead the expedition and already holds a special permit from the Turkish authorities; and the Russians, faced with "new evidence" that the ark *is* there, seem to have withdrawn their earlier ban on the search which they regarded as a cloak for spying. This is good news. The find will be global front-page news. The banner headlines will be half-page size. And what a dollar earner the Ark will be for those lucky nations which can scoop the loan of it for exhibition! The discovery of the Ark may have a profound effect on toy-makers all over the world. Generations of children of many nations may have been indoctrinated with a totally false idea of the form and shape of Noah's Ark. We may find that the stables were all below deck with only the dove-cots and parrot cages above deck level, an ark more nearly resembling a modern aircraft-carrier than a floating farmstead. And I suppose the glacier, which can preserve even human flesh, may settle for us the question of whether Noah did indeed wear a boater and a dressing-gown. Who knows? Perhaps the dove of peace will be found, olive branch in beak, burnished with its livelier iris, and as good as new. It was on the seventeenth day of the seventh month that this ark of gopher wood came to rest on Mount Ararat. I look forward to its rediscovery on July 17. Then the Bible, nowadays largely read as literature, if read at all, will be universally read as history also

Muddlecombe, J.P., Retires.—Robb Wilton (Mr. Muddlecombe, J.P., of the '30's) died at the appropriate retiring age for magistrates, seventy-five. He was one of the cheerful features of the Second World War and his art was in the fine old music-hall tradition of Edwardian days. For my part, as a magistrate in the 1930's and to-day, I revelled in Mr. Muddlecombe and remember unsympathetically the protests of members of the Magistrates Association. Perhaps his sketches hit them on the raw. Petty Sessional Benches have immensely improved in dignity, wisdom and understanding of court procedure since the '30's. In those now distant days many magistrates (with a sense of humour) regarded Mr. Muddlecombe as a very accurate and lively picture of a member of their own Benches and rejoiced that the original of the portrait had an opportunity to see himself as others saw him. People who know their jobs seldom resent being caricatured good-humouredly. On the contrary, they welcome it. It enables them to feel they are to some extent a useful institution and public figures.

THE OLD STAGER

A FLOOD PREVENTION SCHEME IN LANCASHIRE

A WEIR IS BEING BUILT ACROSS THE RIVER WENNING AT HORNBY, NEAR LANCASTER: Work is in progress on the construction of the weir which is being built to prevent erosion and flooding. The construction of the new weir is being helped by the fact that the Wenning, which is a tributary of the River Lune, is abnormally low because of the dry weather. A 9-in. "notch" will be made in the weir to allow salmon and sea-trout to get upstream to the spawning-beds. In the background is Hornby Castle, the home of Sir Harold Parkinson.

ART AND POLITICS AT THE ROYAL ACADEMY BANQUET

THE LORD CHANCELLOR SPEAKS AT BURLINGTON HOUSE: Lord Kilmuir, who is standing a short distance from a painting of himself, is seen making his speech in reply to the toast of "Her Majesty's Ministers" at the banquet before the opening of the 189th exhibition. Sir Winston Churchill is just to the left of the Lord Chancellor.

Mr. Charles Wheeler, President of the Royal Academy, was in the chair at the Academy's annual banquet last week, when the Lord Chancellor, Lord Kilmuir, said in his speech that the arts had so invaded politics that painting had become almost a *sine qua non* of Cabinet rank. It was almost impossible to constitute a governmental committee without four painters. More seriously, he said, it must be a matter of joy to everyone that a deeper appreciation of art was becoming more and more widespread in this country. Earlier, Lord Kilmuir had been greeted on arrival in the courtyard at Burlington House by a guard of honour formed by the Artists' Rifles. The guard of honour also saluted Sir Winston Churchill as he arrived. Other speakers at the banquet were Air Chief Marshal Sir Dermot Boyle, Chief of the Air Staff, who replied to the toast of "The Armed Forces of the Crown," and Sir Mortimer Wheeler, President of the Society of Antiquaries, who responded to "The Guests."

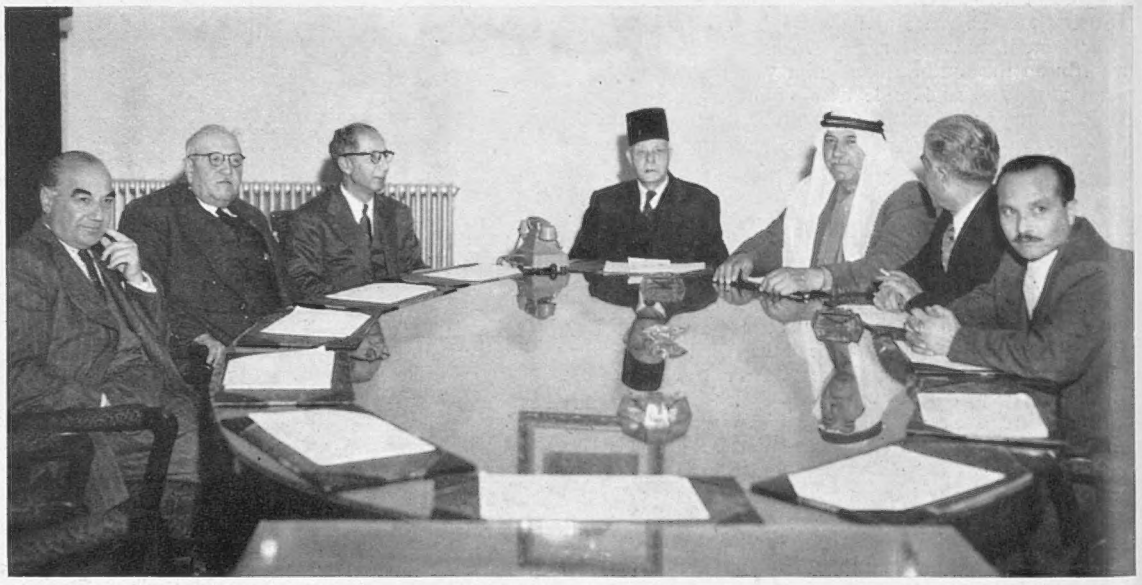
TENSE DAYS IN JORDAN

Firm Measures Bring an Easing of the Middle East Crisis

By the beginning of this week it appeared that the youthful King Hussein's firm handling had brought at least temporary relief in the crisis. At home, with the aid of martial law, allegedly Left-Wing and anti-Monarchist influences were being eliminated. Among his Middle Eastern neighbours, it seemed that Hussein was successfully playing-off the Egyptian-Syrian bloc against monarchic Saudi Arabia and Iraq. It was believed that a meeting would soon take place between the King of Jordan, King Saud and King Feisal, probably in Baghdad. According to several reports, Jordan was prepared to accept the American offer of 10,000,000 dollars aid (£3,600,000). However, with this sum the Jordanian Government can hardly hope to fill the gap left by the withdrawal of the British subsidies, and economic planning on a large scale will be required if one of the main causes of the country's instability is to be removed—the widespread unemployment among the Palestine refugees. For this and his many other political problems, King Hussein, in spite of his recent display of courage, has still to find final solutions.

A ROYAL PRESS CONFERENCE : King Hussein of Jordan sits before microphones and cameras as he presides over a conference for representatives of the foreign Press in the Royal Palace in Amman. The young monarch told his audience that in his opinion the situation throughout the country was under control and that the crisis had ended.

A KEY DIPLOMAT: Mr. Lester D. Mallory, the U.S. Ambassador in Jordan, leaves the residence of the Foreign Minister. America has offered Jordan 10,000,000 dollars aid.



THE JORDANIAN CABINET IN SESSION : From the left are: Mr. Khairi (Economics and Education); Mr. Toukan (Defence and Military Governor of Jordan, responsible for administering martial law); Mr. Rifai (Foreign Affairs); Mr. Hashem (Prime Minister); Mr. Madadha (Interior); Mr. Hananiah (Finance) and Mr. Fayez (Agriculture).

A DEMONSTRATION OF LOYALTY TO THE KING: A throng of tribal and religious chiefs passes up the steps and through the doors of the Palace in the capital of Jordan. Inside they pledged their continued allegiance to King Hussein.

A BREAK IN THE CURFEW: Lines of cars are in the streets and the pavements are crowded during a break in the curfew in Amman. The gradual lifting of the curfew was taken as a sign of an easing of the tension. But there are few indications of a final solution for the crisis.

THE U.S. SIXTH FLEET ARRIVES IN THE LEBANESE CAPITAL: Transports and supply ships, which landed some 1,800 U.S. Marines on shore leave, cast anchor in Beirut Harbour. The powerful fighting ships of the Sixth Fleet, including the aircraft-carrier *Forrestal*, the battleship *Wisconsin* and the 17,000-ton heavy cruisers *Salem* (flagship) and *Des Moines*, remained out at sea beyond the horizon. However, the 1,800 marines landed from the transports and visited Beirut before the fleet left at the end of last week. The main battle fleet withdrew to the Central Mediterranean to take part in the NATO naval exercises which started last Monday. Other units, including marine-carrying craft, remained in the Eastern Mediterranean. The U.S. Sixth Fleet has no base in the Mediterranean. This accounts for its large proportion of supply ships.

THE U.S. SIXTH FLEET GOES TO BEIRUT

American Marines Land on Shore Leave in Lebanon

U.S. FLEET AUXILIARIES LIE OFF-SHORE: Part of the Amphibious Force Squadron which went to the Lebanon during the Jordan crisis lies off-shore. This was done in order to avoid congesting the harbour.

OLD AND NEW IN BEIRUT HARBOUR: Lebanese youths in their dingy seem quite unconcerned at the proximity of the big U.S. landing ship *Spiegel Grove* with its powerful hoisting cranes and deck crowded with transport.

TRANSPORTS CROWD THE LEBANESE HARBOUR: Some of the six transports, which, with equipment, landing ships and other vessels of the Sixth Fleet's Amphibious Force Fourth Squadron, brought the U.S. marines, make an unusually crowded scene in the Middle-Eastern harbour.

THE FIRST GOAL AT WEMBLEY: P. McParland, the Aston Villa outside left (lying on the ground), scores his team's first goal during the F.A. Cup Final at Wembley Stadium last Saturday, which the Villa won 2—1. Kneeling by McParland is Manchester United's right back, W. Foulkes. J. Blanchflower is acting as goalkeeper because of an injury to the United's 'keeper, R. Wood. Manchester were unfortunate to lose their goalkeeper with a suspected fracture of the cheekbone in only the sixth minute of play—just as the two sides were getting to grips. As a result of this, Manchester United had to make major readjustments, including the withdrawal of a player from the forward line. Two interesting records were at stake in this match. Aston Villa were hoping for a seventh F.A. Cup victory to enable them to beat their cup-winning rivals, Blackburn Rovers and Newcastle United; while Manchester United were hoping that they might emulate a feat last performed by Aston Villa in 1897—that of winning both the F.A. Cup and the Football League Championship in one season.

ASTON VILLA'S CUP

In the F.A. Cup Final Manchester United were Defeated by 2—1 after the Early Loss of a Player

THE QUEEN CONGRATULATES THE VICTORS: Her Majesty shakes hands with the Aston Villa captain and inside left, J. Dixon, prior to presenting him with the Football Association Cup at Wembley Stadium. This was the club's seventh Cup victory—a record.

MANCHESTER UNITED'S GOALKEEPER IS INJURED: The referee, Mr. F. B. Coultas, leans towards the Aston Villa outside left, P. McParland, after the player had collided with the Manchester United goalkeeper, R. Wood, in the sixth minute of play in the F.A. Cup Final match at Wembley. Among the players gathered round is Manchester's left half, D. Edwards (number 6). Wood had to retire from the match.

MANCHESTER UNITED'S CONSOLATION GOAL: This goal was scored in the last minutes of the game by the United's centre forward, T. Taylor, from a corner kick by D. Edwards. Aston Villa's goalkeeper, N. Sims, had very little chance to repel this ball. Both teams proved to have fine defence lines.

A FINE SAVE BY SIMS: The Aston Villa goalkeeper leaps to save from a corner kick. He was well defended throughout most of the play by his backs and half-backs and had few dangerous moments.

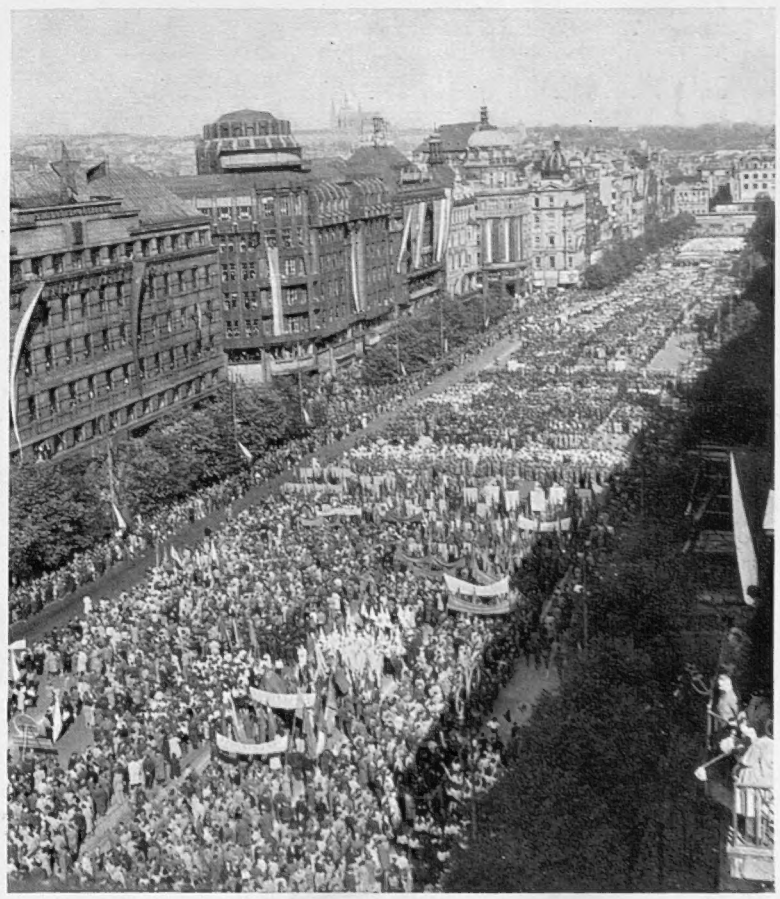
THE NEWS IN PICTURES

NATO MINISTERS MEET IN BONN: In the front row, left to right, are M. Spaak, the new Secretary-General; Mr. Selwyn Lloyd; M. Bech (Luxembourg); Mr. Dulles; the Federal German President, Professor Heuss; Mr. Averoff (Greece); Mr. Luns (Netherlands); Signor Martino (Italy); the German Chancellor, Dr. Adenauer, and Senhor Cunha (Portugal). This was the first major NATO conference to be held in Germany. Matters discussed included the importance of nuclear weapons as a deterrent, and the strengths of conventional armed forces; the present policies of the Soviet bloc; and possible NATO involvement as a mediator in Cyprus. The work of Lord Ismay, who has just retired from the post of NATO Secretary-General, was highly praised by delegates.

MAY DAY IN THE RUSSIAN CAPITAL: Soviet leaders wave from the honour tribune in Moscow's Red Square during the traditional May Day parade and celebrations. From the left are: Georgi Zhukov (Defence Minister); Nikita Khrushchev (Communist Party First Secretary); Nikolai Bulganin (Prime Minister); Lazar Kaganovitch (Deputy Premier); Georgi Malenkov (Minister of Electric Power Stations); Vyacheslav Molotov (First Deputy Chairman, U.S.S.R. Council of Ministers) and Anastas Mikoyan (First Deputy Chairman, U.S.S.R. Council of Ministers). The air show was said to be the biggest and most impressive for several years.

Below—PARADING THROUGH PRAGUE: A general view of the scene in the capital of Czechoslovakia during the procession on May Day. On this occasion the Czechoslovakian national emblem was carried by itself as the leading flag. It was followed some distance behind by the Red flag.

SPEECHES IN BUDAPEST ON MAY DAY: The Prime Minister of Hungary, Janos Kadar, is seen making his address to the vast crowd which had assembled in Heroz Square to hear the May Day speeches. Although Budapest Radio claimed that 200,000 people attended, there was no march-past. Mr. Kadar described the rally as a celebration of the "victory of the toilers against the counter-revolutionaries allied to the traitor Nagy."



THE NEWS IN PICTURES

A JAPANESE GENERAL IN LONDON: Lieut.-General Keizo Hayashi, head of the Japanese Chiefs of Staff, inspects an R.A.F. guard of honour on his arrival at London Airport. He has come to Britain for a ten-day official visit, during which he has arranged to meet defence officials and senior officers of the three armed services.

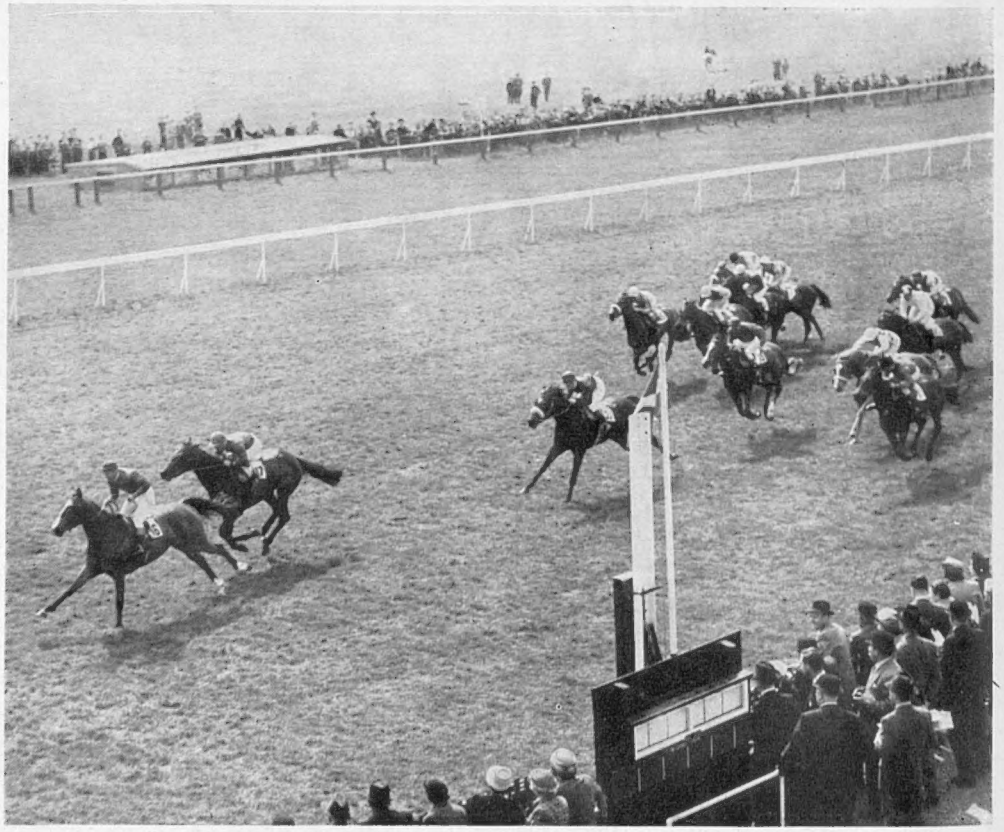
SIR WINSTON MAKES ONE OF HIS RARE PUBLIC SPEECHES: Sir Winston Churchill is seen arriving at the Royal Albert Hall to attend the annual meeting of the Primrose League, of which he is Grand Master. He made his first public speech for nearly a year—the previous one being at Aachen when he received the Charlemagne Prize for his services towards European Unity. At the Albert Hall Sir Winston spoke supporting last autumn's Suez policy of Sir Anthony Eden and criticising the role of the United Nations in the Middle East.

TWO DEFENDANTS IN THE MUSSOLINI TREASURE TRIAL IN ITALY: Gastone Gorrieri (on left), an Italian Communist M.P., and Pietro Vergani are among the thirty-six accused in a trial at Padua. The case concerns the disappearance of a large quantity of treasure which Mussolini was said to have been carrying in a column of lorries when he was captured in disguise by Italian partisans at Dongo, on Lake Como, in April 1945. The Duce was shot a few hours later. The "Dongo Treasure" is stated to have included vast sums in gold, jewels and foreign currencies, some being the secret funds of the so-called Social Republic (the German Puppet Government). The accused at Padua are charged with embezzlement and receiving stolen property. There are also some charges of homicide.

On left—

AUSTRIA'S NEW PRESIDENT: Dr. Adolf Schärf gained a narrow majority over his right-wing opponent, Professor Denk, in Austria's Presidential election on Sunday. He succeeds Dr. Koerner, who died suddenly last January. In the close contest, Professor Denk was leading when results were announced of nineteen out of twenty-five electoral districts, but Vienna turned the scale.

A BRITISH LEGION OCCASION IN THE PRIME MINISTER'S CONSTITUENCY: Mr. Harold Macmillan is seen taking the salute at a march-past after the dedication of the new standard for the Bromley, Kent, branch of the British Legion. The new standard is at the head of the procession. The other standard-bearers in the procession, which number about forty, are from neighbouring branches. Standing on the saluting base with the Prime Minister are the Bishop of Rochester, Dr. Chavasse, who performed the dedication ceremony, and the Mayor of Bromley (who is partly hidden behind a standard.)



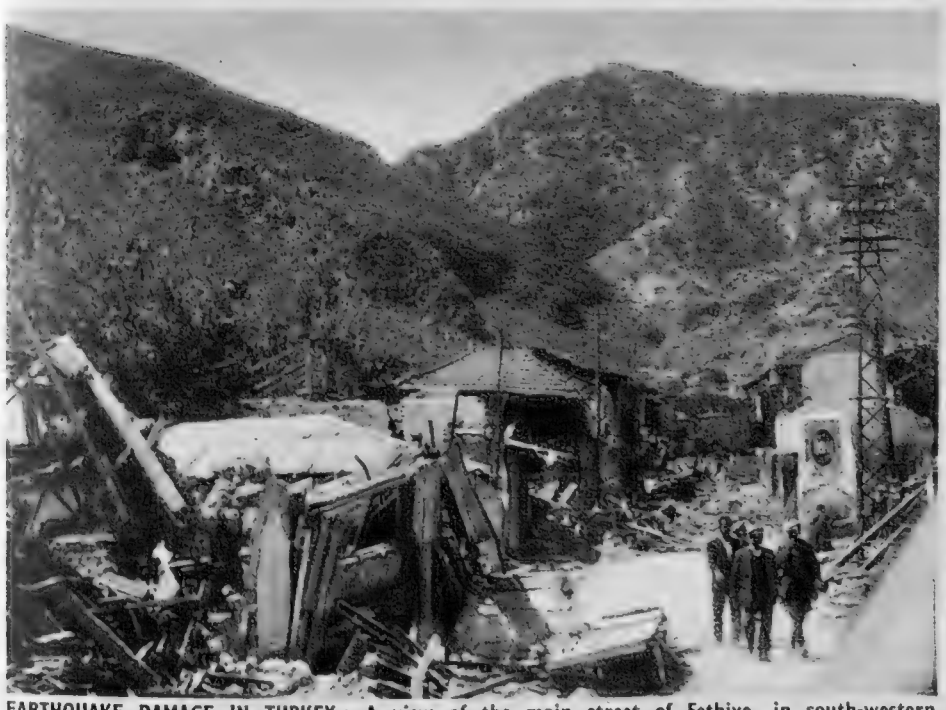
TWO FRENCH FILLIES TRIUMPHANT IN THE 1,000 GUINEAS: The Aga Khan's Rose Royale II, ridden by C. Smirke, gets home by a length to win from the Aly Khan's Sensualita (J. Massard) at Newmarket last week. Angelet (E. Hide) came third and H.M. the Queen's horse Carrozza (L. Piggott) finished fourth. The experienced jockey C. Smirke gave a fine display of how to ride the Rowley Mile Course, reserving all he could for the last two furlongs and then making a run with his mount's abilities well preserved. It was a disappointing race for the owners of English and Irish fillies, but the result was not entirely unexpected. There were many well-bred fillies among the twenty runners and the winner was not particularly distinguished in appearance. Sensualita, which came second, was much admired. She was bought at Saratoga by the Aly Khan for 10,000 dollars.

THE NEWS IN PICTURES

PERSIA AND RUSSIA SIGN AN AGREEMENT : The members of the two delegations in Teheran put their signatures to the Persian-Soviet transit agreement which allows the duty-free movement of goods through Russian and Persian territory regardless of source or destination. With the signing of the agreement the two countries are reverting to their arrangements which were in force before the last war. Another agreement reached between the two nations during talks in Persia envisages a considerable increase from year to year in the volume of trade and in the range of goods to be delivered between the two countries. Among specified items, Persia is to supply increasing quantities of lead and zinc ores, dried fruit, tobacco and wool, while Russia is to extend its deliveries of industrial equipment, agricultural machinery, cars and other materials.

A GERMAN DIPLOMAT'S LAWSUIT : Herr Oskar Schlitter, formerly in the Diplomatic Mission in London, arrives with his wife at a Cologne tribunal for the hearing of his appeal against suspension. He was recalled on leave in January 1955 after public comment on the alleged reference to Britain as "enemy territory" by Frau Schlitter in a Christmas address to his staff. His plea was not granted by the tribunal.

CONTRASTS IN GERMANY ON MAY DAY : Steel-helmeted troops, armed with tommy-guns, are seen taking part in a mass parade in East Berlin during the celebration of May Day in the Soviet sector. The procession included detachments of artillery and the salute was taken in Marx Engels Platz. Above the tribune was a slogan which read, "People's Power! Beat Militarism." There were similar demonstrations in other big cities throughout Soviet-occupied Germany. *On right*—This was the scene outside the West Berlin City Hall when some 60,000 West Berliners demonstrated to demand a speedy but peaceful reunification of their split country. The vast crowd gathered round the maypole which is seen in the foreground.



EARTHQUAKE DAMAGE IN TURKEY : A view of the main street of Fethiye, in south-western Anatolia, showing some of the damage which was caused during the recent violent earthquakes in the eastern Mediterranean area. In Turkey, the town of Fethiye suffered most, about 80 per cent. of the buildings being destroyed. At least sixteen persons were killed. Emergency supplies were sent to the area by British warships, including H.M.S. *Dainty*.

AN ANCIENT VICTIM OF VESUVIUS : The Director of Archæological Excavations in Pompeii, Professor Maiuri, has recently completed the delicate task of forming a Plaster of Paris cast from the space left by the body of a beggar in the igneous rock beneath which the town was buried in 79 A.D. The beggar's "impression" was discovered near the Nocera Gate of the city. He was still in possession of his bowl, which was filled with coins. The beggar, who was a hunchback, died with his left arm raised over his head—presumably in a last vain attempt to ward off the rain of sulphurous matter which had unexpectedly begun to engulf him.

THE NEWS IN PICTURES

THE WEST INDIES TEAM OPEN THEIR TOUR: Worcestershire, as usual, provided the touring team with their first county opponent. The West Indies, here seen fielding on the ground at Worcester, defeated the county by an innings and 77 runs. P. E. Richardson, Worcestershire's left-handed opener, is batting in the second innings with Outschoorn as his partner. In their first innings, the county were all out for 80 before lunch on the second day, and were dismissed again for 133 before tea. The visitors' spin bowlers turned the ball sharply on an awkward pitch, Atkinson taking 10 for 62 in the two innings, and Valentine 6 for 33. O. G. Smith was the West Indies' top scorer with 68.

On right—

A MASTERLY CATCH: Sobers makes a spectacular dive at leg slip to dismiss Kenyon, Worcestershire's captain, for a duck in the county's second innings. Worrell was the bowler. The other West Indies fielders are Walcott (left) and Asgarili. Sobers made three more catches to get rid of Outschoorn, Horton and Flavell.

A MUDDLE THAT WILL BECOME A VALUABLE ROUNDABOUT: Extensive work is going on, with considerable dislocation to present traffic, to construct a much-needed roundabout at the south bank end of Lambeth Bridge. When completed it will ease progress of the heavy traffic streams converging at this point to and from the bridge, from both arms of the Albert Embankment and from the south.

THE FIRST PUBLIC SERVICE IN A NEWLY-RESTORED CHURCH IN THE CITY OF LONDON: Boys of Christ's Hospital are seen during the singing of an anthem in St. Mary Abchurch during the service at which the Spital sermon was preached by the Bishop of Sheffield. The Lord Mayor, Sheriffs, Aldermen and Governors of Christ's Hospital were among the congregation. It was the first public service to be held in this guild church since the present Rector, the Rev. R. M. La Porte-Payne, was instituted and inducted on August 31, 1939. The church, which was the first in the City to be bombed, has now been completely restored at a cost of £75,000. The work has included the restoration of the Thornhill painted dome, the Grinling Gibbons altar-piece and the organ. A fourteenth-century crypt has been discovered and restored. St. Mary Abchurch is to be rehallowed by the Bishop of London on Wednesday, June 5.

IPSWICH DOCK GROWS BY 1,450 FT. : An aerial view of the port of Ipswich, with the new £600,000 Cliff Quay extension showing as a white patch in the foreground. Mr. Airey Neave, Joint Parliamentary Secretary to the Ministry of Transport and Civil Aviation, opened it on Friday. Two years ago the part occupied by the extension was under water. Six acres were reclaimed, including the triangular patch bordered by trees and the road to the outfall of the power station, to make the new 1,450-ft. quay. 215,445 cubic yards of river-bed were dredged and 12,500 tons of concrete laid. The old Cliff Quay is directly beyond the new area. It is 1,800 ft. long and was designed by the consultants to the Ipswich Dock Commission, Sir Alexander Gibb and Partners, who are also responsible for the new work. The main part of the town can be seen beyond the curving Orwell, the locked Wet Basin of the harbour beside the bend.

IPSWICH EXTENDS ITS DOCK

Aerial Views of the New £600,000 Cliff Quay Opened this Week

CLIFF QUAY OLD AND NEW : Looking southwards, with the old portion of Cliff Quay beyond the railway trucks in the foreground. Nearby are the tanks of an Esso storage depot, and, immediately beyond these, the works of Messrs. Fisons.

On right—

LOOKING EASTWARDS : The quay is built on 258 steel-cylinder piles, each 22 ins. diameter with an average length of 80 ft. The reclaimed land behind the quay is faced with 1,100 sheets of steel piling weighing 990 tons in all. The main contractors for the scheme were J. L. Kier and Co.

POLITICS IN PARIS

M. Mollet Continues to Survive as Prime Minister Thanks to the Grudging Support of the Right Wing

By GEORGE SLOCOMBE

PARIS, May.

PREMIER GUY MOLLET, who was the Queen's host at the final candlelight banquet in the Louvre, has been dancing on the edge of a political precipice for more than a year now. This adroit, bespectacled former professor of English is the socialist leader of a coalition which the conservative ministers have joined protestingly. They do not like their situation, but they like even less the prospect of being without it. M. Mollet has hitherto defied all attempts to unseat him—and they have not been very determined—by hinting that without him the war in Algeria would have been finished long ago, with a victory for the rebels. His socialist representative in Algeria, Resident-General Robert Lacoste, has fought the insurgents and the terrorists as firmly as the most diehard deputy on the Right could desire. His only critics have come from the Mendès-France Radicals, and from members of his own Party, both in France and in Algeria.

M. Mollet's offer to the Algerian rebels to hold free general elections once the fighting has ceased, and to negotiate the future of Algeria within the French Union with the representatives thus elected, still holds good. So far Algerian nationalists have treated it with suspicion, if they have not openly rejected it.

There is now a suggestion that the F.N.L. (Front of National Liberation), as the nationalist movement calls itself, would be ready to accept the presence in Algeria of General de Gaulle as an assurance of impartial elections.

This, together with hints from the General himself that he has a scheme for the settlement of the Algerian problem, is the first indication that there may be a favourable change in the atmosphere of the North African dispute. Since the end of World War II General de Gaulle has made several journeys in French Africa, both before and since he left office. His prestige in Algeria, as in Tunisia and Morocco, has been untouched by the fluctuating moods of Franco-Arab relations. Hitherto de Gaulle has insisted that he would not return to power or take any office under the Republic while the present Constitution remained in force.

Now the reform of the Constitution is one of M. Mollet's urgent tasks, like the decision to demand economy cuts of 250,000,000,000 francs, and new revenues of 150,000,000,000, when Parliament reassembles in mid-May. My impression is that discussion of the Constitution will once more be deferred, the economies, like the new revenues, will be less imposing than the figures estimated, that General de Gaulle will remain in his lofty seclusion until a national crisis of staggering dimensions occurs, and that M. Mollet will remain in office for several months to come. The absence of President Coty on a visit to the United States will ensure his continued Premiership at least until the middle of June.

The charming writer for the *Figaro* newspaper who signs his articles by the Proustian name of Guermantes has been waging an indignant campaign against the progressive destruction of the many beautiful old mansions and gardens in the quarter of Paris known as the Faubourg St. Germain. The campaign has been partially successful in moving the Paris municipal council to appoint an architect, M. Paul Tournon, to safeguard the essential beauties of the quarter. M. Tournon has promised to protect the threatened façades, trees and æsthetic principles of this part of old Paris, but refuses to ensure what he calls their "fossilisation." The use of this word has provoked Guermantes to the suspicion that most modern architects in France think alike It is legitimate, he says, that they should dream of a modern city, but this should be created as an extension of Paris and not by destroying the existing old and beautiful buildings. Guermantes has been in London lately and, to his surprise and pleasure, he found the city, in its most representative quarters—Mayfair, Chelsea, Piccadilly, Green Park and Hyde Park—practically unchanged since the reign of Victoria. Not one of the mansions of Belgravia has been replaced by a skyscraper, yet in Paris modern concrete structures of a height and a size hitherto unknown to the city are planned to replace some of the lovely old houses on the left bank of the Seine. And in the Quarter of the Ecole Militaire, perilously near to one of the masterpieces of the architect Gabriel, is rapidly rising an architectural horror intended to house the vast secretariat of that much-criticised organisation UNESCO.

FRANCE'S ADROIT—OR LUCKY—PRIME MINISTER: M. Guy Mollet (centre), accompanied by his Foreign Secretary, M. Christian Pineau (on left), is with Lord Reading when arriving in London last autumn. He has survived in office for a longer period than any previous post-war Premier.

The Grand Palais is once again invaded by the Salon. This annual exhibition of painting and sculpture, the product of the teaching of the Académie des Beaux Arts, perpetuates after nearly a century the classic tradition in French art since Bouguereau. It is the temple of *pompièrisme*. One French critic writes: "It is hard to understand that in a country which gave birth to Cézanne, Renoir and Monet, such a display of lifeless nudes, studies of ferns and heather, and wooden portraits can be offered to the public." Of the 2,719 exhibits the writer estimates that barely fifty are worth looking at.

Scarcely a mile away, on the other hand, in the Museum of Modern Art, an enlightened director has organised a far more interesting exhibition of modern French painting under the title "Since Bonnard." This museum was built for the Paris Exposition of 1937, and so hastily that last year it was found to be insecure. Extensive repairs were necessary, and the rebuilding is not yet completed. The Jeu de Paume in the Tuileries, in which the Louvre's magnificent collection of Impressionists has been housed since the war, was also found to be in a dangerous state of disrepair, and has been closed for many months while the walls are made proof against the damp which threatened many of the most valuable paintings. It is hoped that the museum will be reopened for the summer tourist season.

The annual competition for the most useful inventions, founded by the genial Prefect of Police Lépine, and named after him, reveals many strange and quaint devices, useful and otherwise. The palm this year has been carried off by a certain M. Linno, who, perturbed by the growing number of aggressions committed against taxi-drivers, has bethought himself of a simple and yet effective way of reducing them. His picturesque invention is an inconspicuous button near the driver's seat connected with a luminous sign on the roof of the taxi. When the driver becomes aware that his fare is a dangerous customer, say at the moment when the cold pressure of a gun on the nape of his neck is accompanied by a hoarse intimation to hand over his takings, he has merely to press the button to light up the sign, which says in large letters: "S.O.S."

The old Paris music-hall Alhambra, at which many famous British comedians have performed, has rejuvenated its programmes without depriving them of their classic content: broad humour, popular singing and dancing, juggling and trapeze acts, a mixture of the vaudeville theatre and the circus. The current bill at the Alhambra is notable for Georges Ulmer's impersonations of Bing Crosby and Al Jolson, a prodigious juggler, Rudy Horn, and the negro ballet of Ben Johnson.

THE NEW UNESCO HEADQUARTERS IN PARIS: An end view of the Y-shaped Secretariat Building in Place Fontenoy which is now moving towards completion on a 7½-acre site near the Eiffel Tower, on the left bank of the Seine. The headquarters consists of two buildings of striking—and controversial—design in a setting of gardens, trees and patios.

FRANCOISE SAGAN LEAVES HOSPITAL: Her brother Jacques wards off reporters as the young novelist is carried out on a stretcher. Françoise Sagan gained international fame with the best-sellers, *Bonjour Tristesse* and *Un Certain Sourire*, both of which she wrote when she was less than twenty years old. Mlle Sagan received extensive injuries in a car accident three weeks ago.

THE FLIGHT OF THE PEACOCK :

Extraordinary Pictures of the Birds in Flight and in their Natural Surroundings

A DRAB FEMALE TAKES OFF : A peahen flies over the Zoo at Munich. The female is unspectacular in contrast with the brilliant male bird.

THE MALE DISPLAYS : He spreads his gorgeous tail feathers on the branch before a white hen. She is an albino variety with little colour.

PEACOCKS TRAIL THEIR BEAUTY IN IRIDESCENT FLIGHT : A rarely-pictured aspect of these decorative birds is seen as they streak away from the tree in which they have roosted at the Hellabrunn Zoo, Munich. Peacocks can fly a couple of miles, although they are rarely seen on the wing, and do not, generally speaking, go far in flight.

On left—

"PEACOCK TREE" AT SUNRISE : The peacocks at the Hellabrunn Zoo present a wonderful and unusual sight in the early morning sunlight, perched on the tall tree where they collected to spend the night.

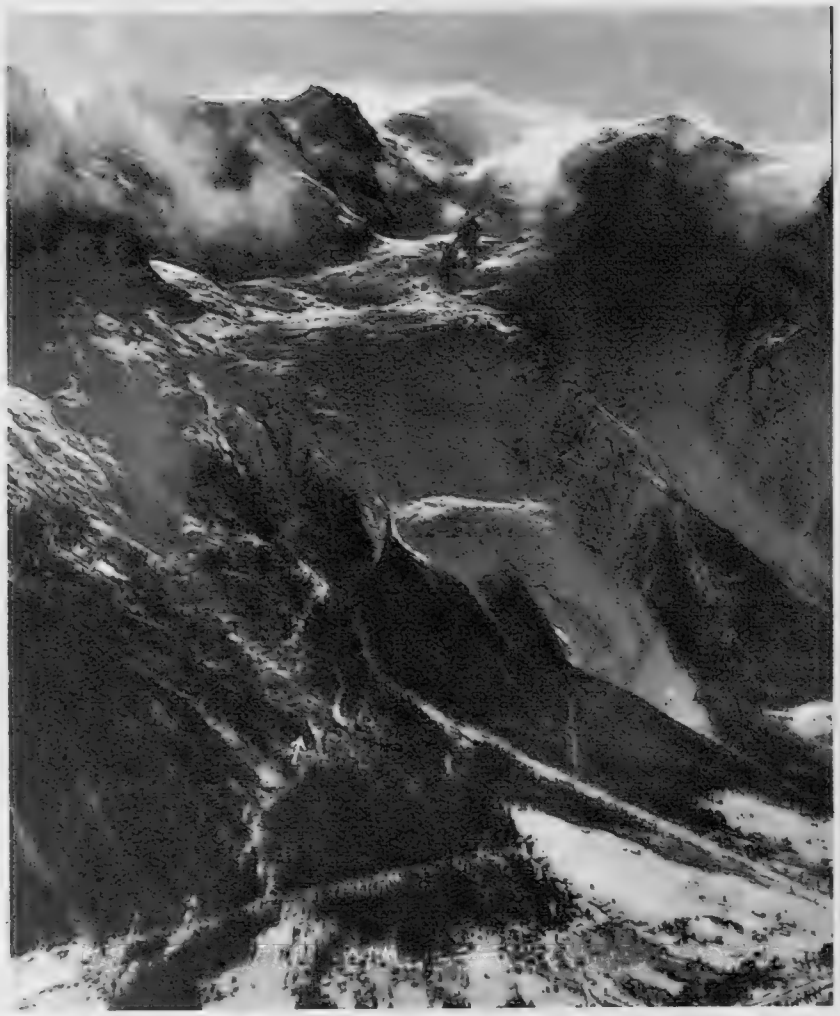
Usually one only sees that beautiful bird, the peacock, decorating the lawn before some stately mansion, or displaying his ornamental fan of brilliant colours as he struts with his female companions behind a wire enclosure. But these birds in flight, as these pictures from the Munich Zoo show, are a fascinating spectacle with the sunlight picking out the iridescent colours of their wings and long tails. The tail, which can be 6 ft. or more, does not seem to encumber the bird in flight. Peacocks may cover a couple of miles on the wing though they do not, as a rule, take more than short flights, such as from tree branch to ground, and their rate of flying is slow.

They roost in trees whenever these are available, and usually choose the branches of the tallest tree—an instinctive and perhaps the only defence against predatory enemies, of which the fox is the most dangerous in this country. At Whipsnade some fifty or sixty peacocks are kept in an area protected from foxes, and the birds can there be seen perching on trees as they do in the Hellabrunn Zoo. The German zoo was laid out in 1911, with wide meadows and areas of trees. The animals are in enclosures arranged according to continents.

The common peacock is a native of India and Ceylon. It is believed to have been introduced to Europe, via Greece, after Alexander the Great's expedition to India in 326 B.C. The bird has certainly been known in Britain since Roman times when it was considered a delicacy, as it was up to the Middle Ages. Another variety, the green or Java Peacock, inhabits Burma and Malaya and has plumage even more brilliant than the common peacock.

The gorgeously coloured *ocelli* or "eyes," that are such an admired characteristic of the male's tail decoration, are traditionally associated with the legend of Juno and Argus. When Argus failed in his watch over Io, of whom Juno was jealous, the goddess changed Argus into a peacock—and the bird still carries the eyes on its tail.

To some the peacock's *ocellus* was associated with the emblem of the "Evil Eye"—hence the superstition that peacocks are "unlucky." Beautiful though a peacock's feather is, many people will not have one in the house.



THE FRENCH ENTRANCE TO THE TUNNEL UNDER MONT BLANC: The arrow points to where the road would be driven into the Alps above Pèlerins, near Chamonix. The plans provide for a tunnel seven-and-a-half miles long.

EMERGING INTO ITALY: At the bottom of the wooded slope towards the right background the arrow shows the point at which the Mont Blanc tunnel would come out near the village of Entrèves, in the Ferret Valley, at the entrance to the Valley of Aosta.

ROAD TUNNELS THROUGH THE ALPS

The Respective Merits of Ambitious but Rival Schemes for Boring through Mont Blanc and the Great St. Bernard

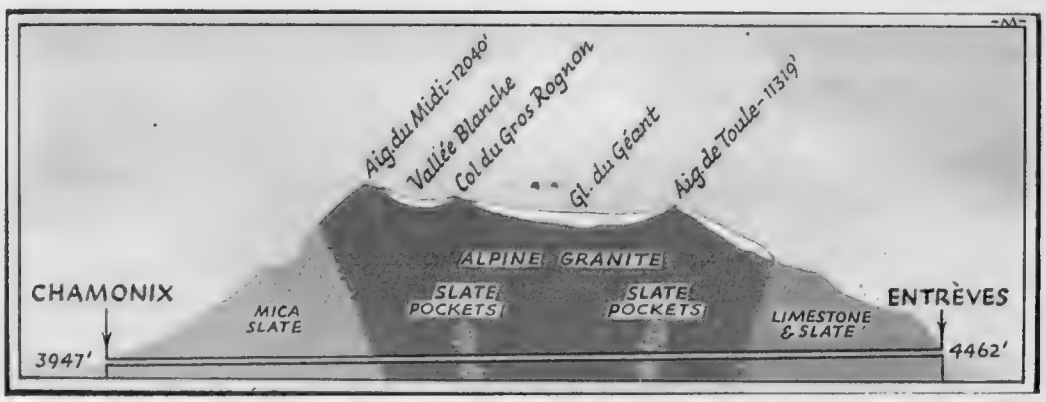
THE recent ratification in the French National Assembly of the road-tunnel scheme for the Mont Blanc brings to an end ten years of discussion and argument. At the same time it has led the supporters of a second project, that of a road tunnel under the Great St. Bernard in Switzerland, to increase their efforts to get their own scheme accepted.

As far as Switzerland is concerned the Mont Blanc tunnel will only directly benefit Geneva, which is contributing £700,000 of the capital from its own resources. The other cantons of western Switzerland are therefore strongly backing the Great St. Bernard scheme which would link Lausanne with Turin. At the moment it seems likely that both schemes will become realities since the Swiss Government has proposed to Italy that negotiations should be opened on the latter project at the earliest possible moment. If this is the case, then the great barrier of the Alps will be pierced by road tunnels in two places and road communications between northern Europe and the south will be open all the year round.

In 1953 it was estimated that the total cost of the Mont Blanc project would be in the neighbourhood of £9,000,000 and that of this sum France would contribute £5,000,000, Italy about £3,300,000 and the remaining £700,000 would come from the canton of Geneva. The plans provide for a tunnel about 7½ miles long, running from the French *massif* just above the hamlet of Pèlerins near Chamonix, at a height of nearly 3,950 ft., to an opening on the Italian side 580 ft. higher up.

The Italian opening of the tunnel will be above the village of Entrèves, lying, at the foot of the Ferret Valley and at the entrance to the Valley of Aosta. Inside the tunnel the roadway will have a width of 23 ft. and will be bordered on one side by a pavement just over 2½ ft. wide. A thick curb will run along the opposite side. At approximately every 50 yards there will be lay-by recesses in the wall of the tunnel, allowing vehicles to pull off the roadway without disturbing the traffic stream. In addition garages will be constructed alternately on the right and the left every 550 yards along the length of the tunnel.

THE COURSE OF A £9,000,000 PROJECT: The dotted lines indicate the direction the tunnel would take under Mont Blanc. The total cost of the project would be about £9,000,000. France would contribute £5,000,000, Italy £3,300,000 and Geneva the remainder.



ROCK FORMATIONS THROUGH WHICH THE UNDERGROUND ROAD WOULD PASS: At both ends is slate and in the centre is a great mass of granite with slate pockets. However, geologists do not anticipate that the construction of the Mont Blanc tunnel should meet with major obstacles in the rocks.

In order to keep the air in the tunnel free of exhaust gases a special ventilation system has been adopted. A combined ventilation and drainage shaft will be situated underneath the roadway. The tunnel has been designed to cope with an hourly traffic flow of 105 vehicles proceeding at a maximum speed of 25 miles an hour in each direction.

Geologically, the construction of the tunnel should not meet with any major natural difficulty. For the first 1½ miles the shaft will pass through crystalline rock and after that through granite. Including lapses for unforeseen difficulties the work is expected to last for three years. The rate of advance will be 40 ft. a day from each end of the shaft.

Any new tunnel through the Alps is bound to benefit certain regions on both sides of the mountain barrier at the expense of others. Since road traffic over the passes is increasing at the rate of between 12 to 15 per cent. every year, the need for a road tunnel which could remain open all the year round cannot be denied. The real question to be

THE ELEVATED SPLENDOUR WHICH LIES HIGH ABOVE THE PROPOSED MONT BLANC TUNNEL: The Mer de Glace is a magnificent sweep of glacier in the environs of Mont Blanc above Chamonix. The scheme for tunnelling through Europe's highest mountain is rivalled by another plan for a road under the Great St. Bernard. The latter is more popular in Switzerland. What is undeniable is the need for a road link at some point through the Alps to cope with the rapidly-increasing motor traffic.

answer is by any planning authority is where this tunnel could best be constructed.

From the economic point of view the construction of the Mont Blanc tunnel will undoubtedly benefit Italy and Geneva. The latter, in particular, hopes to gain from the new road tunnel the position it has lost in rail communications since the opening of the Simplon. Geneva should, in effect, find itself lying directly on the great traffic route running from the north to the south of Europe, with certain economic and tourist benefits to herself. The French opposition to the scheme was based on the argument that many existing traffic routes would be switched by way of Geneva towards Italy and Southern Germany at the expense of the Valley of the Rhône, Marseilles and the Côte d'Azur. In the opinion of these critics the principal result would be to ease the link between Geneva and Milan and favour the port of Genoa with subsequent loss for Marseilles.

The Swiss supporters of the Great St. Bernard project base their arguments on the claim that the Mont Blanc tunnel is not enough in itself but is merely a first stage. They put forward the example that a motorist travelling from Rome to Hamburg will pass by Chamonix after the Mont Blanc road tunnel is built, but he will still have to make a considerable detour towards the west. Although they admit the need for the Mont Blanc tunnel, they argue that the necessity for constructing the Great St. Bernard scheme is equally pressing in order to complete the network of international routes through Europe.

The present specifications indicate that the Great St. Bernard tunnel will be just over four miles long, running from Bourg-Saint-Pierre in the Entremont Valley on the Swiss side, to St. Remy in the Aosta Valley on the Italian side. The cost is estimated at about £4,000,000, which also includes the expense of rebuilding and re-routing the approach roads at both ends of the tunnel.

When the project is completed it will provide an international route which will pass through Western Switzerland without touching Geneva.

The decision to open negotiations with Italy for the realisation of the Great St. Bernard scheme has had the added effect in Switzerland of intensifying the already existing campaign for the modernisation of the country's road network. This includes the construction of a series of autoroutes or highways equivalent to the German autobahnen. When both tunnels come into service the flow of motorised traffic through Europe along the international routes is going to be considerably altered.

THE RIVAL CLAIMANT: From near this bridge by the road at Bourg-St.-Pierre, in Switzerland, the advocates of a tunnel under the Great St. Bernard propose that it should start and run four miles to St. Remy, in Italy.

Switzerland, which since the opening of the Simplon has been the rail crossroads of much of Europe's tourist traffic, is at the moment in danger of losing a great deal of the Continental road traffic. The motor streams already tend to avoid the narrowness and difficulties of the Swiss roads. When the new tunnels are built this tendency can only be accentuated unless a new system of international highways is rapidly constructed. By 1960, when the Mont Blanc tunnel is expected to be in service, there should at least be a Geneva-Lausanne autoroute.

It was eighty-five years ago that the first constructive plan for a tunnel under the Alps was put forward by a French engineer, Gaudin de Lepinay. His daring scheme was greeted at the time with a great deal of scepticism. But in that era the necessity for a permanent road passage through the barrier of the Alps was not so pressing as it is to-day. When de Lepinay's original plans were revised by another French engineer, Arnold Monod, in 1907, any realisation of the project had become improbable with the opening a few years earlier of the rail tunnel through the Simplon.

Before the last war, however, the problem of road communications was creating difficulties all over Europe. It is only in the post-war years that it has been possible to go ahead with planning road tunnels through the long Alpine barrier. The friendship of France and Italy has made the Mont Blanc venture practicable and the determination of the Swiss not to lose their position at the heart of the communication arteries of Europe has created the Great St. Bernard project.

Whatever the national and international rivalries concerned in both these schemes, the vital necessity for a permanent road link through the Alpine barrier cannot be denied. For as much as six months every year there is no road passage through or over the 370-odd miles of Alps between Austria and the Mediterranean. In terms of modern communications this presents a problem which is rapidly becoming intolerable.

BULB-GROWING IN THE HEBRIDES

Experimental Culture Should Bring Prosperity to Two Scottish Islands

Before long, gardeners may be able to buy stocks of Scottish bulbs. This has become possible through horticultural experiments being developed on two islands of the Inner Hebrides—Tiree and Coll. For some time experts have believed that these islands are excellently suited for bulb culture because of their warm, temperate climate and low average rainfall. Perhaps one of the first indications of this was given during the war, when men of the Royal Air Force cultivated market gardens with abundant results on the cliffs above the sea.

At all events, some five or six years ago, Dr. A. F. R. Nesbit, of the West of Scotland College of Agriculture, went to Tiree and Coll and began experiments in bulb-growing. When the tests had been completed satisfactorily he invited the local crofters to join in a scheme for bulb culture on a commercial scale. The croft of Mr. Walter Hume, who farms sheep and cattle, was chosen for the initial commercial experiments. To-day he has rather more than half an acre of tulips, hyacinths and daffodils and in the current season fifteen crofters are joining in bulb-growing with the help of horticultural experts.

The results are showing that the bulbs produce a 250 per cent. to 300 per cent. crop in the islands' light soil, which implies that the growers can anticipate a good return for their labour. Hitherto the bulbs have been kept and replanted, but it is hoped that next year a market will be opened on the mainland of Britain and perhaps elsewhere.

A BULB FIELD IN TIREE: It is one of the two islands in the Inner Hebrides where bulb-growing is being developed as an industry. The other island is Coll. The warm, temperate climate and the low average rainfall give excellent conditions for the culture of bulbs.

On left—

EXPERTS AT WORK: Three technical advisers who have been assisting the crofters in the experimental growing of bulbs, pick the flowers from tulips. They are, from the left, Mr. R. Percy (Horticultural Officer), Mr. E. McLeod (County Agricultural Advisory Officer) and Mr. G. Armstrong (Crofting Officer). The removal of the flowers preserves the bulbs from epidemic disease.

A NECESSARY SAFEGUARD: Flowers picked from bulbs are dumped by the sea to be carried away by the tide. This is a precaution to prevent botrytis, an epidemic form of mould. The germs rot the flowers and can spread very quickly to the bulbs.

A HEBRIDEAN BULB-GROWER: Mr. Walter Hume works among his bulbs in a field above the cliffs at Hynish, Tiree. He also has a farm with sheep and cattle.

On left—

HOEING AMONG THE TULIPS: Mr. Percy, the Horticultural Officer, clears the soil between the rows in a bed of tulips. As a result of successful experiments, Scottish bulbs should be on sale next year.

POSSIBLE LAMINAR-FLOW ATLANTIC AIRLINER: A conventional double-deck fuselage would be associated with a rather smaller wing than is normal, because much less fuel would have to be lifted. Very small control surfaces supplemented by air blowing or miniature jet flaps would be likely. For a range and payload equivalent to a conventional airliner of to-day only half the power would be required to drive the streamlined or laminar-flow airliner envisaged by the author of this article.

THE SHAPE OF AIRLINERS OF THE FUTURE?

Laminarisation and the Jet Flap are Two Aerodynamic Developments Pioneered in Great Britain, which could have Profound Effects upon the Performance and Economics of Airliners

By JAMES HAY STEVENS

Drawings by CAVENDISH MORTON

BRITISH engineers and scientists have originated a very fair proportion of the world's new techniques and devices ever since the dawn of the Industrial Revolution, but in all too many instances national conservatism has drawn back from developing revolutionary inventions—and, inevitably, the harvest has been reaped abroad. While it is early days to say whether this is likely to be the case with the two outstanding aerodynamic inventions dealt with in this article, it is a fact that while little interest appears to be stirring here, both have been enthusiastically approved in the U.S.A.

Laminarisation—or Boundary Layer Control.—The first device under consideration is one which is offered as a palliative for the drag, or the air resistance, of an aircraft and is in the nature of an aerodynamicist's dream come true. When a body is in motion it is obvious that there must be a gradient between its velocity and that of the stationary air. This change of speed takes place in the molecules of air in the boundary layer. Incidentally, although it is the body which moves, it is generally more convenient to think of the air traversing the surface of the body—as it does, in fact, only in a wind-tunnel.

Considering a streamlined form, such as a wing section, the air impinging on its nose is parted (where it divides there is a stagnation point of zero velocity) and it slides aft across the surface with the velocity gradient contained in a laminar boundary layer a few thousandths of an inch thick. However, the lift of a wing is due to the suction, i.e., zone of reduced pressure, created above it by the "thinning" of the air molecules as they follow the camber (curvature) of the aerofoil. As the pressure becomes less, toward the point of maximum camber and, thereafter, as it rises to the original value at the trailing edge where the "free

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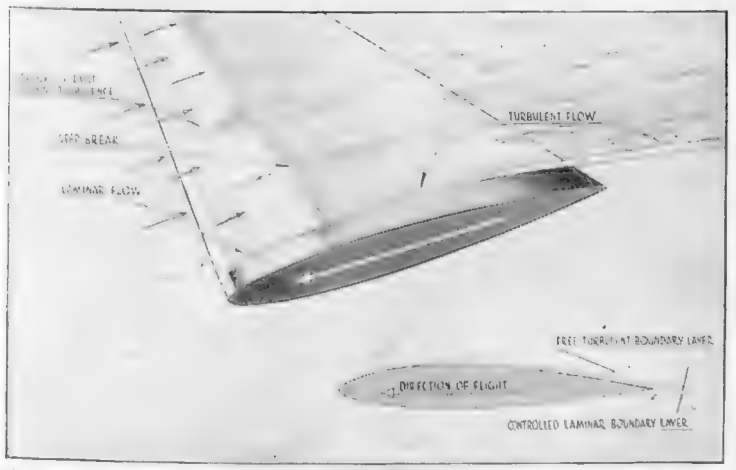
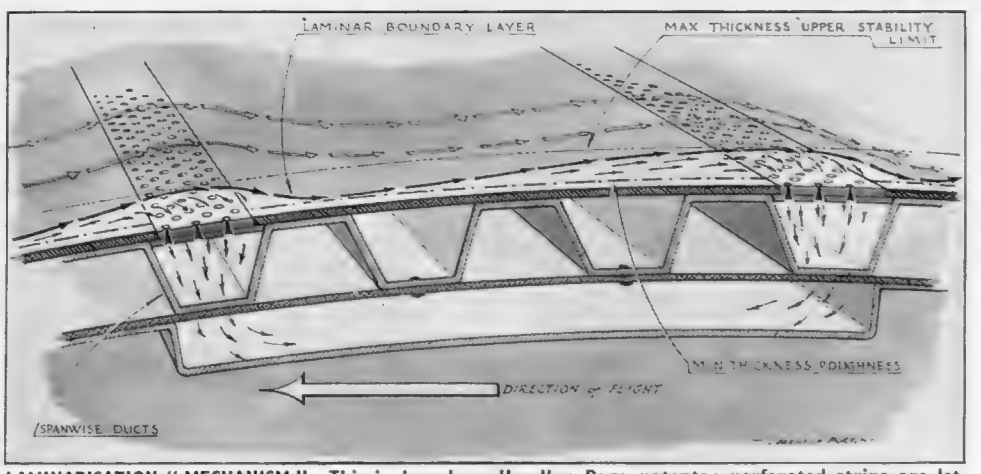


A LAMINAR-FLOW AEROFOIL: A wing designed for a smooth airflow over the front portion, the transition to turbulent flow causes an abrupt thickening of the boundary layer. The lower diagram shows a wing of about 8 ft. chord, in which the turbulent boundary layer reaches a maximum thickness of $1\frac{3}{4}$ ins., while the laminar is barely $\frac{3}{16}$ in.



LAMINARISATION "MECHANISM": This is based on Handley Page patents; perforated strips are let into the skin of the wing, and part of the corrugated interlayer is used to provide suction ducts, air inducted through the holes is sucked away by pumps. Air drawn in at each row of holes reduces the boundary layer to a minimum, below which it would separate due to surface roughness or dust, after which it grows almost to the unstable upper limit before being sucked in again.

The Shape of Airliners of the Future?

(*Continued from previous page*)

stream" reunites, there is nothing to "press" the boundary layer close to the surface and so maintain the molecules in laminar flow. At a point before the maximum camber there will be an abrupt transition to turbulent flow, with a marked increase in the thickness of the boundary layer.

This builds up rapidly towards the trailing edge, where it can usually be measured in inches. Within this zone the molecules of air behave quite at random and most of those closely adjacent to the surface will actually travel along with it—many airline passengers have noticed drops of oil on a wing moving slowly aft, stationary, or even travelling forward on occasion! This turbulent boundary layer can be envisaged as a physical thickening of the rear part of the aircraft—to the considerable detriment of its streamlining.

This turbulence does, in fact, form over 90 per cent. of the skin friction drag of an aircraft, so that it is something well worth removing.

The idea of eliminating, or at least greatly reducing, the turbulent boundary layer has been actively—although isolatedly—investigated for a generation. Just before World War II the brothers George and F. G. Miles incorporated experimental suction-wing sections into one of their Peregrine twin-engined monoplanes. The idea here was to remove the turbulent boundary layer by sucking the "dead" air through a porous wing skin. Lacking military significance, this scheme was allowed to die, but experimental work has continued on aeroplanes in Great Britain and upon sailplanes in the U.S.A. Undoubtedly, the most advanced experimenter to-day is Dr. G. V. Lachmann, Research Director of Handley Page Ltd.

The fundamentals of Dr. Lachmann's theory and practice are shown in the drawings. Two factors affect the stability of laminar flow: the fall in pressure as the airflow moves aft and any surface roughness or undulation more than two- or three-thousandths of an inch thick. Anywhere more than 5 or 10 per cent. of the wing chord from the leading edge—where air pressure due to motion is high—the fall in pressure or surface roughness will cause an abrupt transition to turbulence—which spreads in a devastating wedge of drag. To achieve continuous laminarisation, the boundary layer has to be within two limits of stability—not so thin that it will be sensitive to dust, not so thick that transition can occur.

This is the reason for the undulating effect shown (exaggerated) in the diagram. The spanwise ducting in the wing exerts a very carefully controlled amount of suction which removes just enough air to bring the boundary layer to its lower limit, from which it builds up until it approaches the upper limit, when it is again sucked in. This continues, using successive rows of suction "slots"—each is either a multiplicity of tiny holes or porous-metal inserts—every 6 ins. or so to the rear of the aerofoil. In these days of the gas turbine and highly efficient air pumps, the problem of moving a large quantity of air is negligible.

Such is the barest outline of the mechanics of laminarisation, or, as Dr. Lachmann and Sir Bennett Melvill Jones call it, "streamlining." However desirable in its effect a device may be, it is the profit and loss account which is the measure of its efficiency.

A test wing unit on a Handley Page modified Vampire showed a skin friction drag reduction of 92 per cent. for an air pump effort of 7 per cent.—a net gain of 85 per cent. Against this must be added the weight and complication of ducting, although this might not be bad with a "sandwich" construction—as used on the Handley Page Victor and Herald.

This, however, is only the beginning of the story, since the essence of the whole scheme lies in the fact that, for an equivalent payload and range, only half the power will be required to drive the streamlined airliner. This means half the fuel—in turn, a smaller wing to lift the greatly reduced load. In fact, so low now is the cruising power that the engines would not be able to provide take-off thrust. This can be easily met by installing "batteries" of the tiny low-weight jets of the type already built for V.T.O. projects.

There are, though, two major snags. Because of the dust problem (it could choke the holes as well as initiate turbulence) the wing has to be protected from contamination on the ground and up to 15,000 ft. Simple schemes for doing this include a jettisonable plastic cover (like that of a cigarette packet) and a soluble chemical film. The other trouble is more serious and is simply that laminarisation is confined to speeds where no shockwaves occur—say, for the airliner illustrated, Mach 0·76 or 500 m.p.h. in the stratosphere. It is a case of whether the customer wants moderate speed at the greatest economy yet known—or insists upon having high speed at any price. Latest research suggests it may be practicable to induce laminar flow in supersonic flight, however.

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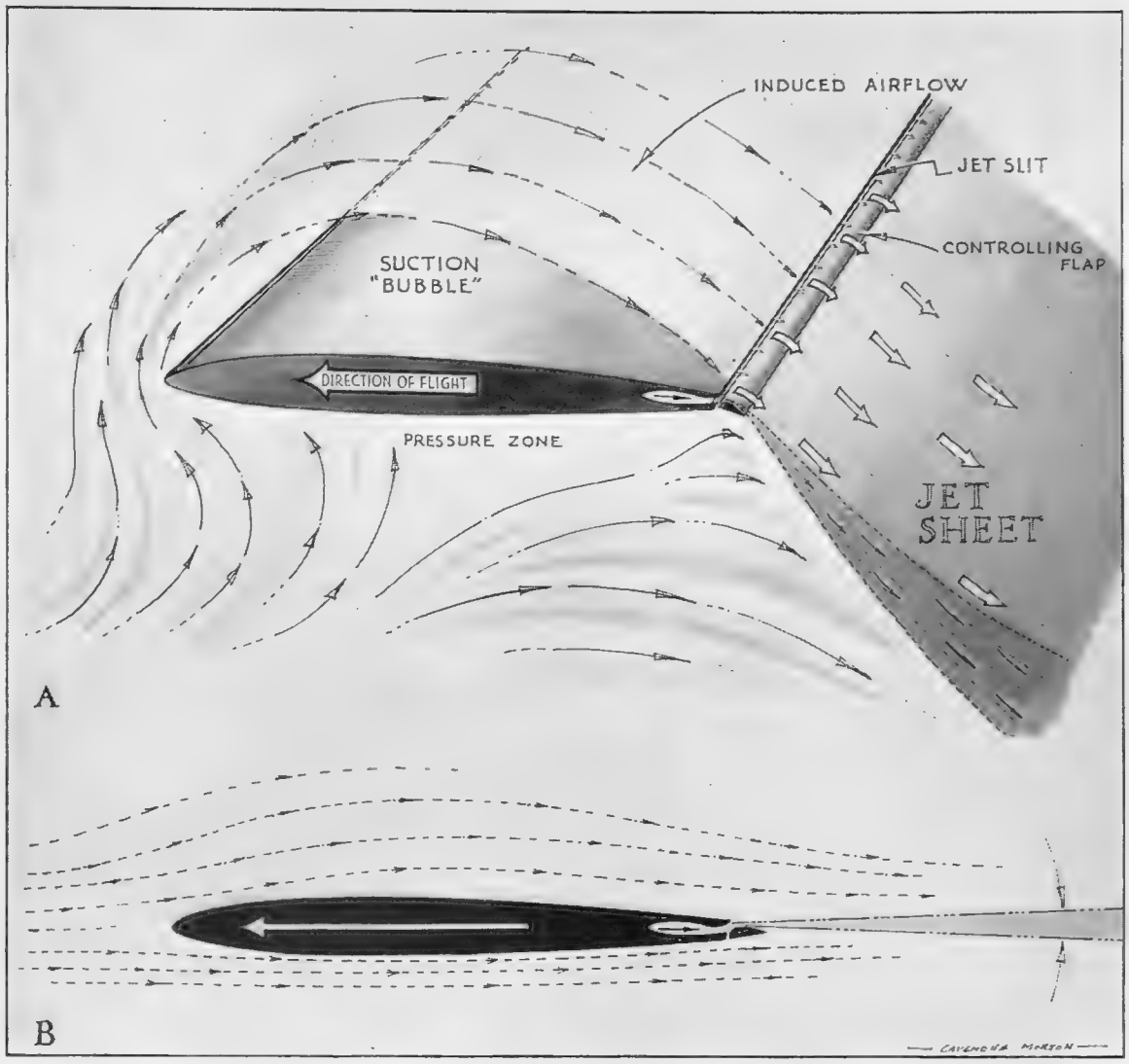
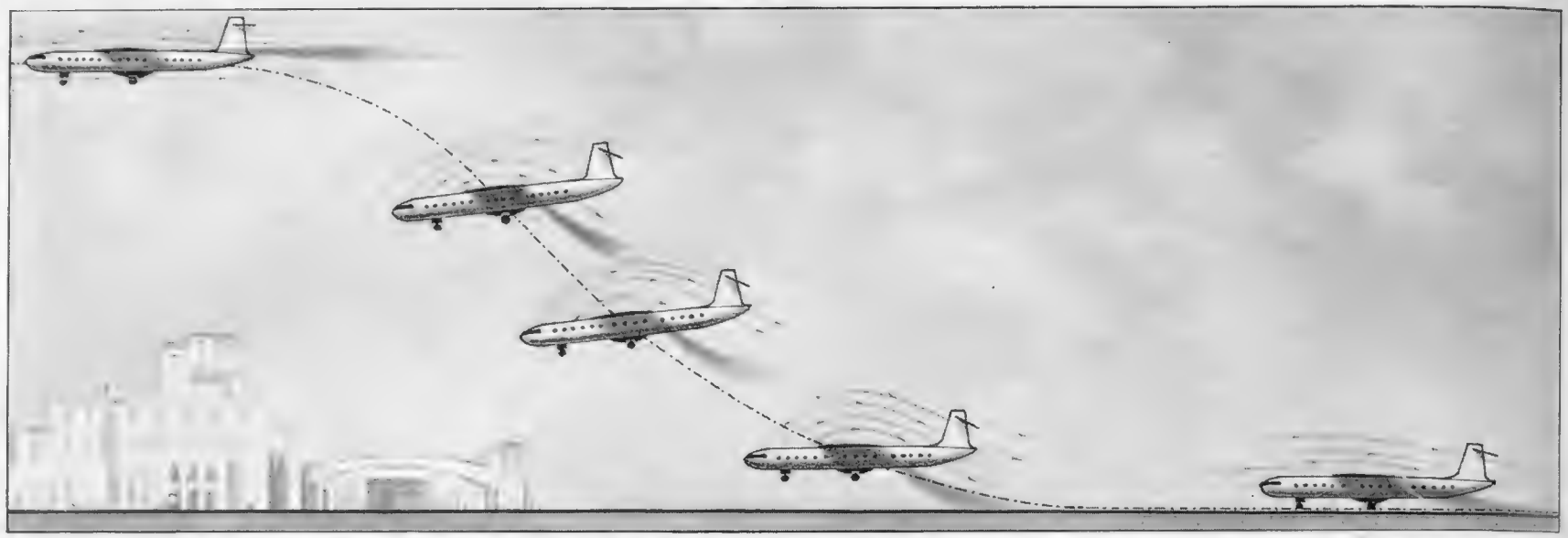
On left—
AN INTER-CONTINENTAL AIRLINER WITH LAMINARISATION, POWERED BY ONLY TWO TURBOJETS : This would be possible, at least in theory, with two Rolls-Royce Conway by-pass turbojets. It is likely, however, with the cruising power requirement being so low, that small supplementary engines would be needed for taking-off and climbing.

On right—
THE NATIONAL GAS TURBINE ESTABLISHMENT'S JET FLAP : The engine efflux ejected from the slit along the whole trailing edge, when deflected downwards as in diagram A, forms a barrier to the passage of air beneath the wing. At the same time, it entrains air downward from above the wing, thus causing a suction zone which, in turn, causes air to come up from below the wing. The sketch B shows the jet directed aft for high-speed cruising, when the wing lifts in the manner of conventional aircraft.

Below—
A POSSIBLE ARRANGEMENT FOR A JET FLAP AIRLINER : The aeroplane shown is in high-lift flight with the jet sheet deflected to about 60 degs. Small sections of the controlling Coanda flap, or shroud, near the wing-tip are arranged to be operated differentially for lateral control. Because of the steep wing downwash angle, the adjustable balancing tail-plane is at a very large angle of incidence.





A JET FLAP AEROPLANE TAKING-OFF: The jet sheet would be pointed aft at first to get good initial acceleration, after which it would be deflected. The barrier entrainment effect would then occur and a very high-lift force develop at low speed—probably little over 50 m.p.h.—and the aeroplane would climb rapidly. Note the change of tail-plane angle in sympathy with the jet sheet. The slight nose-down attitude during high-lift generation is a precaution against stalling the aircraft.

THE SHAPE OF AIRLINERS OF THE FUTURE?

(*Concluded from previous page*)

As an idea of the comparative range, for a payload of 30,000 lb., and a gross weight of 200,000 in each case, Dr. Lachmann estimates that a supersonic jet-liner would have a maximum stage of about 700 nautical miles, a conventional turbojet airliner 2,000 nautical miles, a turboprop-powered one 2,750 nautical miles, and a laminarised one 3,250 nautical miles. Again, taken on a basis of a practical 100 per cent. regular Atlantic stage length (4,000 nautical miles), the jet airliner weighs 450,000 lb., the turboprop 300,000 lb., and the laminarised aeroplane only 230,000 lb.

Lest this appear to be too much the opinion of the protagonist of laminarisation, here are two recent (transatlantic) opinions from independent and objective authorities. Lieut.-General Donald Putt, Deputy Chief of Staff for Development of the U.S.A.F., testified that successful application of boundary layer control to the huge B-52 bomber could "trim" its weight from 400,000 lb. to 225,000 lb. "If the fullest expectations are realised, the effect should be a large reduction in the very expensive costs that are facing us in the near future." The second authority is Mr. Edgar Schmued, Engineering Vice-President of Northrop Aircraft, who, speaking to the Institute of the Aeronautical Sciences, said that boundary layer control is most effective for long-range aircraft: "One can meet a required range with a lower weight airplane using boundary layer control than one that has turbulent flow."

The Jet Flap.—The Jet Flap, which owes its origin to Mr. I. M. Davidson, of the National Gas Turbine Establishment, is a new flight system.

Although it resembles superficially (and indeed the germ of the idea was conceived from) jet deflection and boundary layer control in the form of super circulation ("flap blowing"), the Jet Flap needs to be viewed with an entirely open mind. Its aerodynamic theory is right back at the beginning with the Wright brothers; *but* half a century's experience and technical "expertise" is available to bring it on apace—if the money is forthcoming.

All heavier-than-air flight is achieved by the reaction upward of an aircraft from a mass of air accelerated downward so as to overcome the acceleration of gravity. The sailplane, the aeroplane and the rotorcraft are alike in this and each uses power to provide energy to move the lift-producing wing through the air: at one end of the scale the winch, or towing aeroplane, provides potential height energy and at the other a motor whirls the wing round on top of the vehicle. Jet lift, even, differs only in degree, since its downward mass of air is concentrated and at high velocity having been produced by the hundreds of tiny aerofoils in the compressors.

In the case of the Jet Flap we have integrated lift, that is to say the engine power—in the form of turbojet efflux—used *directly* to produce the airflow over the wing. All other forms of flight require the acceleration of the aerofoil before there is an increase of lift—it is a two-step process.

The whole of the efflux from the turbojets is ducted to a slot in the wing trailing edge from which it is ejected downward. Two things then happen: the downward jet sheet entrains the air from above the wing and it forms a barrier to the passage of air under the wing. The entrainment of air from above the wing creates a suction zone, which has to be filled—which it is by the upward flow of air from in front of, and even below, the wing. The result is that a cycle is started which sucks the wing upward *and forward*.

There is, in fact, a forward thrust even when the jet sheet is pointed vertically downward, but the optimum angle appears to be about 60 deg. It is important to realise from the start, that the Jet Flap is *not* a V.T.O.L., or vertical take-off and landing device, it would require perhaps 50 m.p.h. to develop an efficient cycle, but it is definitely a S.T.O.L.—a short (or slow) take-off and landing device.

The lift of a Jet Flap wing is directly proportional to the engine power, since it is the amount of air entrained by the jet sheet which regulates the lift. The lift values measured on models are four or five times those achieved on wings with the most advanced high-lift flaps—lift coefficients of 15·0 have been achieved.

It is obvious that it would be impracticable to go on ejecting the efflux downward and generating unwanted surplus lift in cruising flight when the wing would be quite capable of generating lift in the conventional manner. Two solutions offer themselves: one is to by-pass the efflux through conventional jet orifices pointing aft and the other is to reorientate the jet sheet itself to point aft. It is this latter method which has been proposed; and in its application it has given rise to an unfortunate technical ambiguity which has undoubtedly confused the appraisal of the Jet Flap by many authorities.

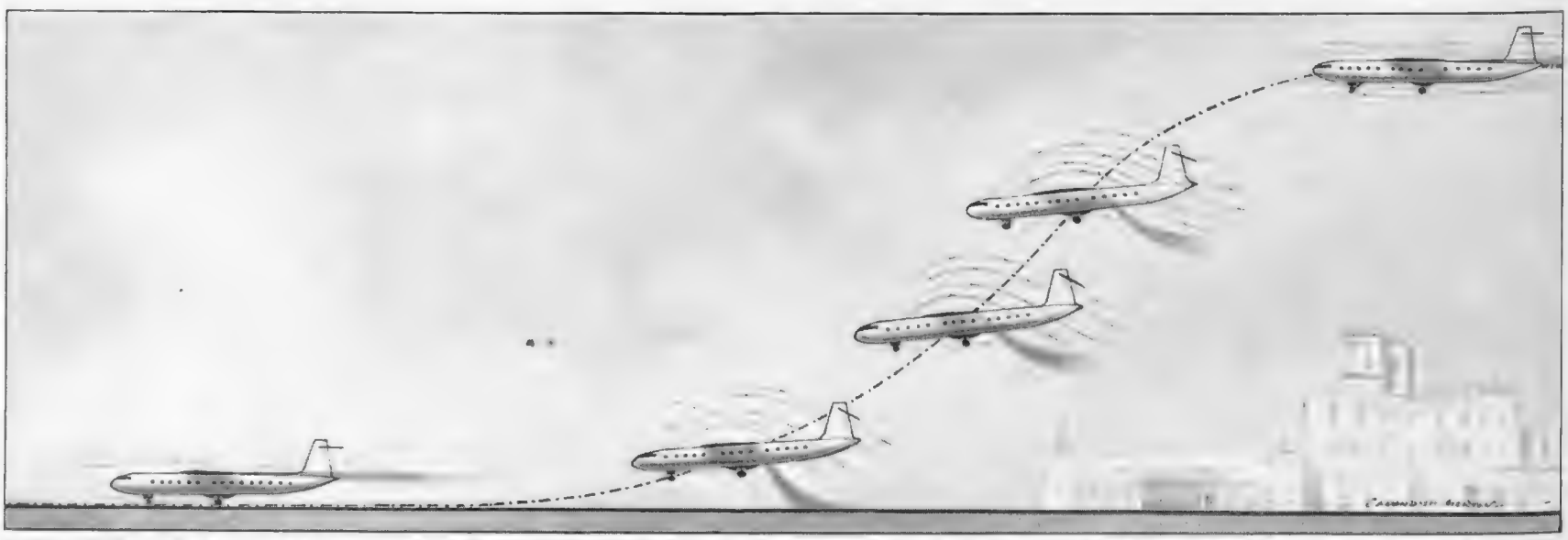
To keep down drag, the trailing edge of the wing must be thin and this poses a mechanical problem, since the thrust forces of the jet sheet would be considerable. The solution suggested by the National Gas Turbine Establishment is to use a narrow Coanda flap, based on the principle of the French pioneer Henri Coanda, who established that a fluid directed over a curved surface will change direction along the tangent to that surface. This small flap, suggested simply as the directional controller of the jet sheet, has been confused with the jet flap itself and, by a process of misreasoning, had led many to think of it as a variant of flap blowing.

It is thought that a Jet Flap aeroplane would be controlled for climb and descent by altering the thrust, with the jet sheet pointing downward at a constant angle. Lowering the jet sheet would be analogous to lowering landing flaps. Since the slot would extend across the whole span, there would be no place for conventional ailerons, but small lengths of differentially controllable Coanda flap have been suggested. A conventional rudder is likely.

So much for control, but what about balance? This would be very similar to a present-day aeroplane and a variable-incidence tail-plane is suggested. This would have a very large range of movement, since it would have to be approximately neutral in a wing downwash ranging from a few degrees to 60 deg. In flight, the aeroplane would show very little change of attitude, although it might tend to be kept nose-down when at high lift as a precaution against breakaway of the suction "bubble."

In other words, almost none of our preconceived ideas on flying and safety apply. While the engines are operating, the Jet Flap wing offers the possibility of literally grasping more lift than ever before out of the air and at very moderate forward speed. This can mean smaller wings, lighter aeroplanes, higher speeds and *much* shorter runways. If large-bladed turboprops were used to provide a relative airflow over the wing the Jet Flap could operate from 500 ft. city-centre airstrips.

However, since engine power is the basis of lift it must be so divided into many small packets that there can be no possibility of engine failure causing disaster.



LANDING WITH JET FLAPS: The transition from cruising flight is made by deflecting the jet sheet, but instead of throttling back, nearly full power is used to maintain a high lift at the low forward speed. The tail-plane angle changes to maintain balance, but it does not act like a conventional elevator, since the engine power is varied to affect lift directly. A burst of throttle would "cushion" the touch-down, after which the jet sheet would be raised to horizontal for taxi-ing.

MAINLY ABOUT TANKERS

Three New Oil-Carrying Ships; A Unique British Cargo-Vessel; And a Novel Speed Craft for Canada

On left—
A NEW TANKER IN TROUBLE: Four Dutch tugs come to the assistance of the new tanker *Bjornholm*, built in the Netherlands for Norway, when she went aground soon after launching on the Nieuwe Waterweg, near Rotterdam. On the next day the tanker was concerned in a further mishap when she was in collision with a German ship during fog off the Hook of Holland.

ALUMINIUM USED IN A NEW BRITISH SHIP: The Palm Line's 5,700-ton *Elmina Palm* lies in the Royal Albert Dock, London, before sailing on her maiden voyage to West Africa. She is the first British-built, British-owned cargo-liner to have a welded aluminium superstructure. This saves 63 per cent. of the weight of a superstructure in steel. The vessel was built by Swan Hunter and Wigham Richardson at Newcastle-upon-Tyne. She cost over £1,000,000.

WITH STEP-LADDER HYDROFOILS: This fast 17½-ton research craft, built by Saunders-Roe for the Canadian Government, has hydrofoils fitted to the hull in ladder-like frames. The hydrofoils come into play as the vessel rises out of the water with increasing speed, and enable the craft to maintain high speed in rough waters. The stern hydrofoil, in swivelling frame, replaces a conventional rudder. *On right*—The drawing shows how the hydrofoils will function when the vessel is under way.

THE LARGEST AMERICAN-BUILT TANKER BRINGS OIL TO BRITAIN: The 46,000-ton *World Beauty* turns at speed on her trials off Boston, Massachusetts. Immediately afterwards, this latest addition to the Niarchos fleet left American waters for her maiden voyage to Fawley, Southampton, with 44,821 tons of crude oil from Venezuela. She was due to arrive there last Tuesday.

A BIG BRITISH TANKER LEAVES THE SLIPWAY: The 31,000-ton *Vitrina* takes the water at Harland and Wolff's Belfast shipyard. She is 635 ft. long (the American *World Beauty*, on left, is 737 ft.) and is turbine-driven by a single screw. The vessel is of the usual tanker design for carrying petroleum in bulk, with machinery aft and navigating bridge amidships. Officers' and crews' quarters are air-conditioned throughout, and machinery includes steam-driven pumps for oil cargoes, electrically controlled hydraulic steering gear, electrically-driven auxiliary pumps and the latest radar equipment.

IS OXFORD CHANGING?

Although the Face of the University Appears Altered, Much of the Traditional Spirit Survives

ROOMS IN COLLEGE : One of the undergraduates uses a typewriter for writing his essay, thus giving an example of the modern trend in Oxford University. The furnishings, too, are contemporary, even though the window may look on a venerable garden.

EVERY generation of undergraduates at Oxford is assured by its elders that the University is changing, and the implication is that the change is not for the better. This is not surprising, for there are still men alive who remember the days when the High Street was a quiet thoroughfare in which the only traffic was horse-drawn vehicles, the Woodstock and Banbury roads formed the small colony of "North Oxford," and Cowley, to the east, was a distant village where one could take pleasant country walks.

To-day Oxford is University and industrial centre and an important and congested crossroads for traffic across England. In many respects the city has changed beyond all recognition in fifty years. But perhaps it is still possible from a vantage point on Boars Hill to glimpse the "dreaming spires" without too much intervention of power stations and industrial chimneys, and the pilgrim could possibly walk for a short distance on Cumnor with the shade of Matthew Arnold. For those who care to look, the core of Oxford remains—in the grey walls of the colleges and churches and in the comparative tranquillity of a handful of back streets.

But what of the Oxford men and women—the 7,000 undergraduates and undergraduettes distributed among the thirty colleges? Have they, too, followed the pattern of the great change. At first sight anyone who took his degree before the First World War, or even in the '30's, would be justified in an affirmative answer.

An obvious difference is in dress. Women students have for long been an accepted part of University life. But one may well contemplate what the heirs of Jowett or the contemporaries of the great Dr. Phelps would make of the spectacle of young ladies strutting the Turl and Cornmarket Street in jeans and trousers. There would surely be much dismayed muttering and brandishing of speckled straw hats. The men, too, would be accused of being slacker in their sartorial habits, although on academic occasions the traditional *subfusc* is still compulsory for both sexes.

Apart from dress, a number of factors have contributed to the apparent change. First and foremost the overwhelming majority of students come nowadays to Oxford to work. Most of them are subsidised by scholarships or grants in some form or another and it is virtually impossible for a man to go to Oxford, as he could as recently as twenty years ago, and spend three pleasant and easy years in comparative indolence. In the modern society calling out for young experts, the class of degree is of vital importance to the future of a young man or young woman. Further, such is the competition for places at the colleges that anyone who shows signs of idleness during his years of residence will be severely warned and, if persistent in so bad a habit, sent down.

The nature of the world in which they must live has caused the undergraduates to alter the stress on the importance of the various faculties. Until the last war most Oxford men and women read in the Arts. The schools which by tradition dominated the University were still the Classics, History, the Law and Theology. Now, inevitably, the Sciences have come into their own—physics, chemistry, and the rest of them. Economics, too, has increased in importance.

THE UNCHANGING SCENE : The "dreaming spires" stand aloof above the din and bustle of present-day Oxford, and beyond them lies a stretch of unspoilt countryside. In between the Radcliffe Camera (right) and Tom Tower of Christ Church, in the centre background, the two tall industrial chimneys seem to fade into insignificance in this scene which has altered little through the centuries.

On left—

A TUTORIAL : An undergraduate sits by the fire to read an essay to his tutor. Though subjects in faculties to-day are many, the system of tuition through essays is carried on from the past.

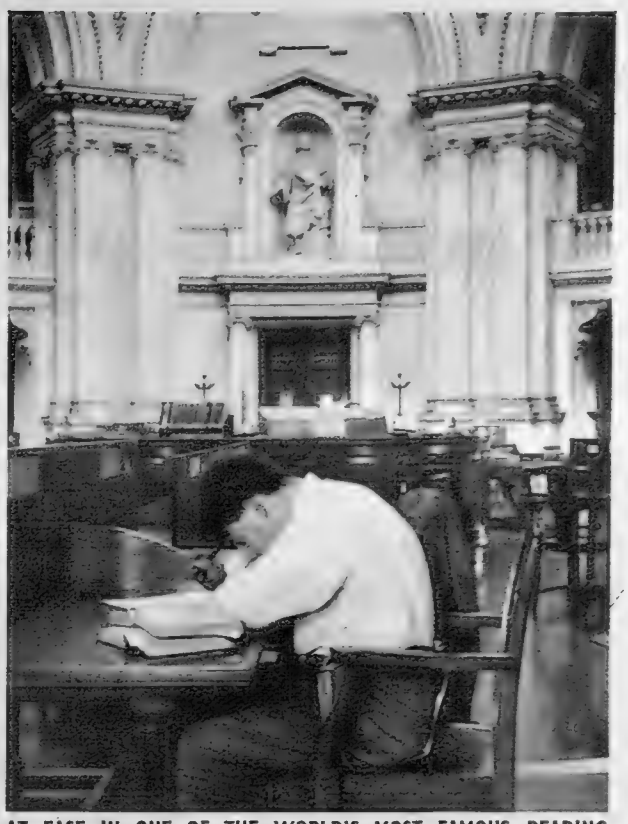
A VINTAGE CAR : The acquisition of ancient motors is popular among the undergraduates. This vintage car is one of the many to be seen nowadays in Oxford.

In 1957 the number of students in residence is almost double the figure for 1939. This vast population of youth eats by no means all its meals in college. There are still in the city the restaurants and hotels whose names have been familiar to generations of Oxford men. But to meet the growing demand for cheaper living—and a high proportion of the students do have to live cheaply—more and more coffee bars and smaller cafés are coming into being.

It has been said that the internal-combustion engine ruined Oxford. It is doubtful whether the present generation would agree. Of course, the bicycle is still the most common form of transport, but whenever possible the undergraduate naturally likes to have a car, and current fashion decrees that it should be a vintage car.

CONTEMPORARY AND TRADITIONAL : The girls in their jeans provide a contrast to the men who wear the traditional *subfusc* of gowns and caps over suits with white ties.

A STUDY IN CONCENTRATION: The audience in the gallery listens with keen attention to W. H. Auden's Inaugural Lecture as Professor of Poetry. Both the men and the women are wearing the gowns which are required for such an academic occasion.



AT EASE IN ONE OF THE WORLD'S MOST FAMOUS READING ROOMS: The student has divested himself of his coat for comfort as he works with books from the Bodleian Library in the famous reading room of the Radcliffe Camera.

THE INCREASING IMPORTANCE OF SCIENCE: The majority of pupils bend over their microscopes in a laboratory in the Botany Department. Although the traditional Arts still have their place, a growing number of students now read the many Science faculties.

KEEPING UP AN OLD CUSTOM: A party sets out in a punt on the Cherwell early on the morning of May 1. After the singing from Magdalen Tower on May Day morning, custom decrees that weirdly-dressed parties should picnic on the river at Oxford.

Yet behind or beneath all the changes one can still discern the Oxford which is almost immemorial. Traditions do not die out. The Union still flourishes as the nursery of politicians, as it was for Gladstone or John Simon. In the entrance to every college is a notice-board crammed with announcements of a super-abundance of undergraduate and university societies. Naturally some are of recent foundation to keep abreast with the interests of the times. But the important point is that in these societies everybody can find something to attract him and so employ his leisure for its proper purpose.

This leads to one of the most vital factors of all. The importance of Oxford (or of any university for that matter) is not merely scholastic. It is as an undergraduate that a young man should find his individuality. There is certainly no sign that the Oxford students of to-day are becoming stereotyped. They are no less—and no more—young eccentrics than their fathers and mothers before them.

The Isis still flows under Folly Bridge (though boat-houses are replacing the barges for the rowing clubs); on a summer afternoon the Cherwell is still crowded with punts, and the Parks provide uniquely beautiful surroundings for cricket. The Proctors keep their nightly vigil; the University sermon is preached on Sunday; Oxford time is set by Great Tom and not Greenwich.

It is true that the streets reverberate to the thunder of traffic and that much of the face of the city must inevitably wear the look of the 1950's. Changes there have to be. They can be approved or deplored according to choice. But that intangible quality which can only be described as the spirit of Oxford flourishes as vigorously as ever.

TOASTING THE FUTURE: Outside the Examination Schools, young men and women drink to their future success in champagne after completing their final examinations. The undergraduate to-day realises that his place in a society composed largely of experts must depend on his studies and the class of degree he obtains.

THE DUAL CARRIAGEWAY APPROACH TO THE NEW GATWICK AIRPORT : The road is being built from the A 23 London-Brighton highway at Lowfield Heath. The lanes will lead to and from the great new airport at Gatwick, which is a development of the old airfield there. It is intended that Gatwick shall serve as a main diversion centre for international flights unable to land at London Airport, near Hounslow, because of bad weather. It will also take over many of the air services to the Channel Islands and to various cities on the Continent. Gatwick is well situated to undertake such a role, for it is on the main railway line to London, with a fast electric train service to Victoria railway terminus. Gatwick racecourse station is being entirely rebuilt to serve air passengers. The preparatory work for the airport project has involved much drainage and clearing operations, and forty houses were demolished to allow for the enlarged airfield and the accessory buildings. It is estimated that the whole scheme will cost in the region of £6,000,000, and it hoped that the airport will be operational in a year's time.

PROGRESS AT GATWICK

Work Proceeds on a New Airport for London

THE BEGINNINGS OF THE AIRPORT TERMINAL BUILDING : The pillars encased for construction purposes in sheets of polythene will support one of the buildings at Gatwick.

DRAINING THE SITE : The concrete strip covers the main drain on the south-west of the airport. *On left*— A deep channel has been dug to hold another drain.

SPECIAL PRECAUTIONS IN THE LAYING OF THE MAIN RUNWAY : The covers seen in the foreground and the background lengthen the time in which the concrete dries. As a result its strength is increased. The main runway will be 7,000 ft. long and, according to present calculations, it should be capable of taking the largest types of airliners. Last year heavy rain held up the work on the new airport at Gatwick, but in recent weeks dry weather has enabled time lost to be regained.

LONDON'S NEW WAY TO THE WEST: Preparations are made for work to continue on a section in Chiswick of the New Cromwell Road extension, which will link with the Great West Road. A new stretch west of Hammersmith Bridge Road was opened to eastbound traffic last December. Since then progress has been maintained steadily on "Stage II" which runs from Hammersmith Bridge Road to Gliddon Road (behind St. Paul's School) and takes in areas between Baron's Court and Hammersmith stations. Here the Fulham Palace Road traffic adds further congestion to the heavy stream of vehicles from the West Cromwell Road. Much demolition has still to be done and some 600 families rehoused. One of the main advantages of the extension scheme is that it will carry traffic from the new London air terminal, now under construction between Earls Court and Gloucester Road station, to and from London Airport. The whole scheme is estimated to cost £2,500,000.

LONDON'S NEW EXIT ROAD TO THE WEST

A Further Stage in the Construction of London's Cromwell Road Extension

NEAR ST. PAUL'S SCHOOL: Houses have been demolished in Hammersmith for the Cromwell Road extension to run from Talgarth Road and Gliddon Road. Parts of this section were started last December.

LOOKING DOWN CONGESTED GREAT CHURCH LANE: This awkward area south of Hammersmith Broadway is to be widened. The old Britannia public house (in background by the buses) will be pulled down.

NEW AND OLD ROADS SIDE BY SIDE: The outline of the new road is indicated through the demolished houses, beside the present congested Great Church Lane. In the background, against the skyline, are the Earls Court Stadium and the chimneys of the Lots Road and Battersea power stations.

London Theatres

FAMILY, SCHOOL, AND VENGEANCE

Plays from Canada and America; "Il Trovatore" at the Wells

The Glass Cage was specially written by J. B. Priestley for three young Canadian players—Donald and Murray Davis and their sister, Barbara Chilcott. First produced at the Crest Theatre, Toronto, it broke all box-office records. Now it has been brought, with its all-Canadian cast, to the Piccadilly Theatre, in London, for a limited season. The play concerns a family in Toronto just over fifty years ago, and the bars of the cage are of the family's devising because of the feuds which exist and develop among various members. Rich and poor relations, affection and jealousy, piety and disrepute combine in the characters to lead to a skilfully contrived climax.

Henry Kaplan directs a cast in which every character gives a highly polished performance. The settings are by Hutchinson Scott and the costumes designed by Judy Peyton-Ward.

Below—

A TORONTO FAMILY OF FIFTY YEARS AGO: Murray Davis (left) as Douglas McBane; Barbara Chilcott (Jean McBane) and Frank Peddie (David McBane) in *The Glass Cage*, which J. B. Priestley wrote specially for three young members of the Canadian cast.

J. B. PRIESTLEY'S ALL-CANADIAN PLAY: In *The Glass Cage*, at the Piccadilly Theatre, in London, the members of the all-Canadian cast are, in this scene, from the left, Barbara Chilcott as Jean McBane; William Job, in the part of John Harvey; Donald Davis (Angus McBane) and Janet Reid (Elspie McBane). The play is directed by Henry Kaplan.

CLIMAX IN "IL TROVATORE": Leonora (sung by Victoria Elliott) dies in the arms of Manrico (Ronald Dowd). At the back is Azucena (Sheila Rex). The opera at Sadler's Wells is conducted by Leo Quayle, with new sets by Malcolm Pride.

IN "TEA AND SYMPATHY": John Glen and Barbara Sellars are the schoolmaster and his wife in the production of Robert Anderson's play about a school in New England at the Comedy Theatre.

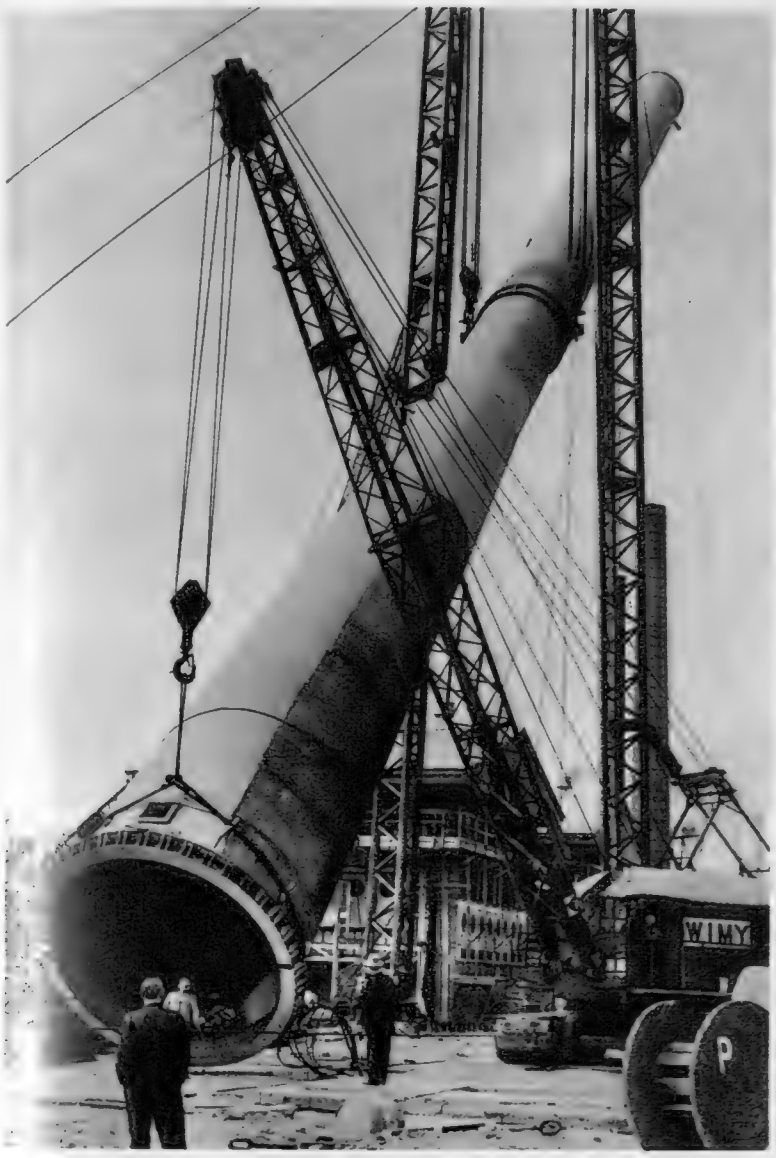
A PROBLEM OF ADOLESCENCE: Tim Seely as the schoolboy Tom Lee and Elizabeth Sellars (Laura Reynolds, the Schoolmaster's wife) in *Tea and Sympathy*. The play has inevitably been dubbed a modern *Young Woodley*, the more so because, as with Van Druten's famous drama of thirty years ago, it has been refused a licence by the Lord Chamberlain. However, those who join the New Watergate Theatre Club to see a performance at the Comedy Theatre are unlikely to be shocked. The plot turns on the fears of abnormality which are not uncommon among adolescent boys to-day, and the schoolmaster's wife in the American school attempts to solve the problem with sentiment and compassion.

On left—

THE FIRST OPERA IN THE SUMMER SEASON AT SADLER'S WELLS: Peter Glossop sings Count di Luna in *Il Trovatore*. The production, which the Sadler's Wells company first gave at Newcastle during their northern tour in March, is new to London. A fresh translation of the libretto which Cammarano wrote for Verdi has been made by Tom Hammond and Norman Tucker.

A Weekly Survey of Achievement in Britain and Overseas

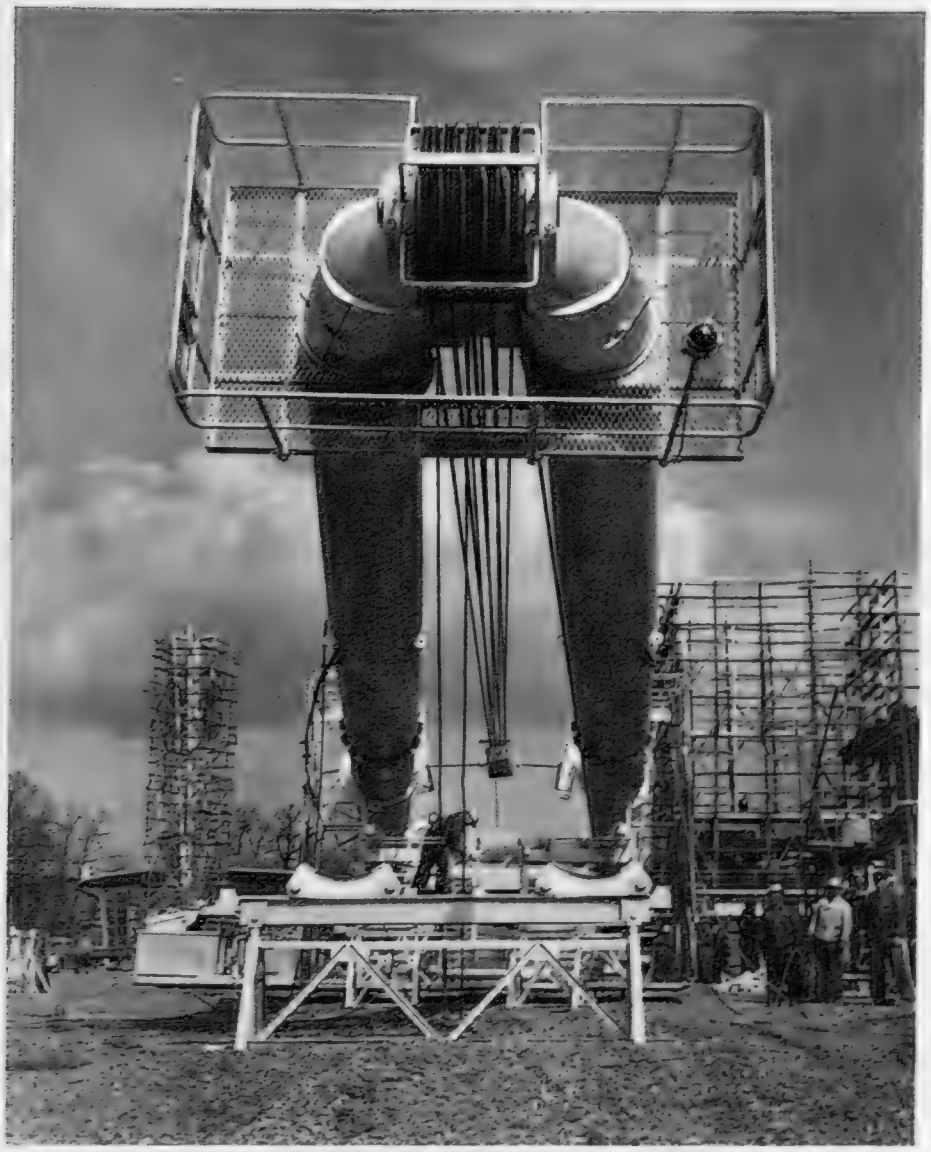
PROGRESS IN INDUSTRY AND ENGINEERING



GIANT CHIMNEY BY THE THAMES

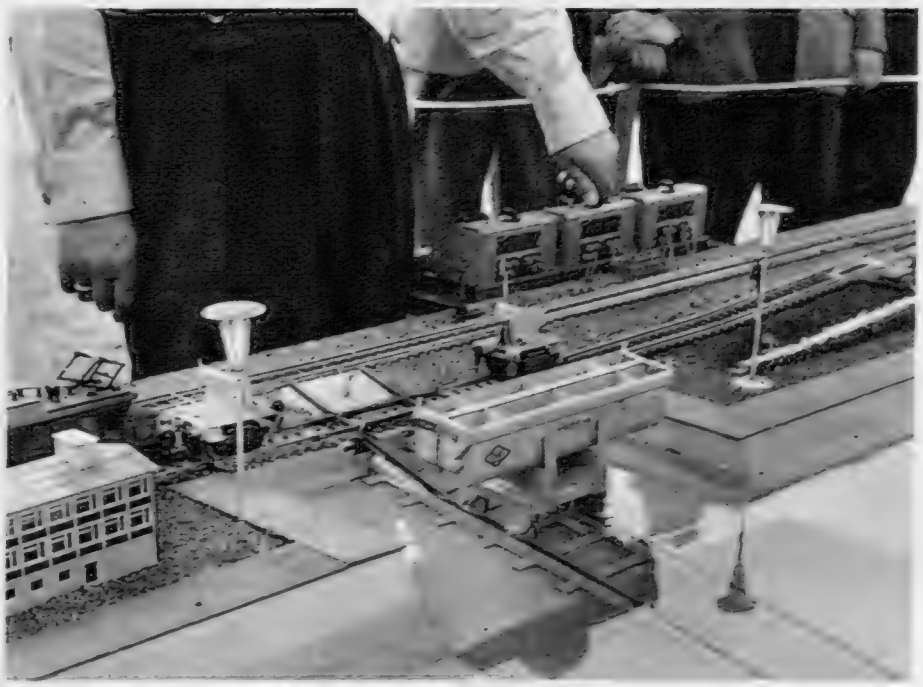
One 250-ft. chimney, seen here in the process of being erected, has now been added to the landmarks which distinguish the British Petroleum Company's oil refinery on the Isle of Grain, on the Kent shore at the mouth of the Thames. It is an essential for the distillation unit which is part of the Company's £26,000,000 expansion programme currently being carried out at the refinery. The stack was constructed by the Redheugh Iron and Steel Company, of Gateshead, in County Durham. Ninety-four tons in weight and 10 ft. in diameter, it was raised on its site at the refinery by Messrs. Wimpey, the overall contractors for the mechanical erection. Hoists and other tackle from steel winches were attached to the base and the centre and slowly carried out the lifting operation. Special care had to be taken with a chimney of such height in ensuring it was placed in exact position, because at the top of the stack the so-called "sail area" is very great and high winds prevalent at this time of year could have impeded the erection. The refinery, which was visited by the Queen and the Duke of Edinburgh two years ago, will greatly increase its output as a result of the expansion programme. Its crude-oil handling capacity will be raised from 4,600,000 tons annually to 7,000,000 tons by the end of this year. Besides this, the British Petroleum Company plans next year to start the production of aviation spirit at the Isle of Grain refinery.

FOR USE ON LAND AND WATER: A full-size amphibious railway truck was also shown at Hanover. At both ends the wagon rests on the wheel components from which it can be quickly lifted to become a water-bound barge.



A MOBILE DRILLING TOWER

This huge structure was exhibited at the Hanover Trade Fair in Germany. Constructed by the Salzgitter Company, it is transported almost horizontally on its trailer-base. The two massive "legs" surmounted by the top of the drilling apparatus and the platform from which radio contact can be kept with the ground can be raised rapidly to a height of 120 ft. The drill can bore to a depth of several thousand feet. Among the other important exhibits at Hanover was the display by the British Atomic Energy Authority. It included a complete model of Calder Hall atomic power station and plans for future types of research stations. A special exhibit dealt with the industrial use of isotopes produced at Harwell and Amersham.



AN AMPHIBIOUS RAILWAY TRUCK

A model layout gave demonstrations at the Hanover Trade Fair of the amphibious railway truck produced by the Orenstein-Koppel und Lübecker Maschinenbau Company, which has works in many parts of West Germany and in Berlin. When the truck reaches a point at which it is required to take to the water, it is lifted by crane off the wheel components which carry it on the rails and placed on a cradle. This slides it along specially sited rails down to the water. The reverse process is used to reassemble it on the railway line. Several trucks can be towed along a river by one tug. The annual Trade Fair at Hanover, which ended last Tuesday, was the largest so far held there. Some 4,000 firms from Germany, from other European Countries and from overseas exhibited in twenty halls or buildings. The displays ranged from aircraft construction and shipbuilding to jewellery, cutlery, ceramics and haberdashery.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

MAKING STEEL BRAID

This machine for making stainless steel braid was recently installed in the King Aircraft Corporation's works at Hillington, near Glasgow. With the common usage of jet engines in aircraft and, more recently, rocket motors in guided missiles, a new industrial demand has developed for flexible fuel or oil supply lines to these engines. Working pressures in these flexible pipes can be 5,000 lb. per sq. in. and temperatures as high as 400 deg. C., or even higher for short periods, so reinforced rubber hose is no longer suitable. At the other end of the scale some pipes are exposed to high-altitude temperatures of minus 55 deg. C. The latest development of the King Aircraft Corporation provides an all stainless steel hose which meets the latest needs of aircraft manufacturers and is also capable of wide application in the general engineering and chemical industries. The convoluted tubes tend to lose their corrugation or increase in length when subjected to pressure. To prevent this the company is now making a braided sheath of high tension stainless steel wire which fits closely to the tubes, greatly increasing their strength and life resistance to internal pressure impulses. As in all aircraft component work, these braids are made to a high degree of precision, and at present the firm can produce them with diameters varying from 0·3 in. to 3 ins. in single or multi-ply construction. The braiding itself is made from wire of the order of eight- to twenty-thousandths of an inch. The King Aircraft Corporation staff numbers 350, including many skilled technicians and craftsmen. With an eye to the future the firm has started an experimental department and a school for apprentices with its own lecture and projection room.

On right—

AN EXPERIMENTAL TRANSPORT

The H.D.M. 105 experimental light transport aircraft, seen over Shoreham Airport, Sussex, is the result of a private aeronautical *entente cordiale* between F. G. Miles Ltd. and the French firm of Société des Avions Hurel Dubois. This new aircraft may lead to the development of civil and military transports with exceptionally low operating costs and exceptional performances—especially with one engine stopped. These prospects are mainly attributable to the revolutionary Hurel Dubois wing, which is longer and narrower than normal wings and is supported by specially designed lifting struts. The effect is to enable aeroplanes to fly with greater safety and with larger payloads, without the necessity of having very expensive and powerful engines. The H.D.M. 105, which is now being flight tested, is in fact the fuselage and power units of a Miles M.57 Aerovan, fitted with the metal high aspect ratio wing, designed by Hurel Dubois. This experimental machine will be used for demonstrating the efficiency of the Hurel wing, by comparing the improved performance of the H.D.M. 105 with that of the original M.57 Aerovan. It will also provide valuable information for the development of the H.D.M. 106. This aeroplane is envisaged as being one of the most versatile ever ; it will carry sixteen passengers, one car or 1½ tons of freight, and will be able to operate from very small airfields, near city centres, as well as from tropical mountain strips, everywhere with great safety. It will also enable the fares for short-distance air routes, such as from London to Jersey and the South Coast to Paris, to be reduced by at least one-third. A later development, the H.D.M. 107, will be a turboprop military assault transport.

FIGHTING FIRES FROM THE AIR

An interesting fire-fighting experiment was recently conducted in New Zealand. A quantity of pine logs and other available combustible material was spread out over some waste land, drenched with oil and then ignited. Two de Havilland Beaver aircraft normally used for agricultural work were specially converted to carry water. Operating from Rotorua Airfield, they made two sorties over the fire, dropping 200 gallons of water on each run. This did not completely extinguish the blaze, but kept it confined to a limited area, and there is no doubt that were it not for the large quantities of oil which were present the fire would have been completely extinguished. The effectiveness of the method was proved just after these pictures were taken when two aircraft extinguished an extensive scrub fire after flying eight sorties.

AN AERIAL FIRE BRIGADE: A Beaver aircraft spreads a layer of water from the hoppers which normally carry fertiliser as it flies low over a fire. This method of fighting fires could be of great importance in New Zealand, where this experiment took place.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

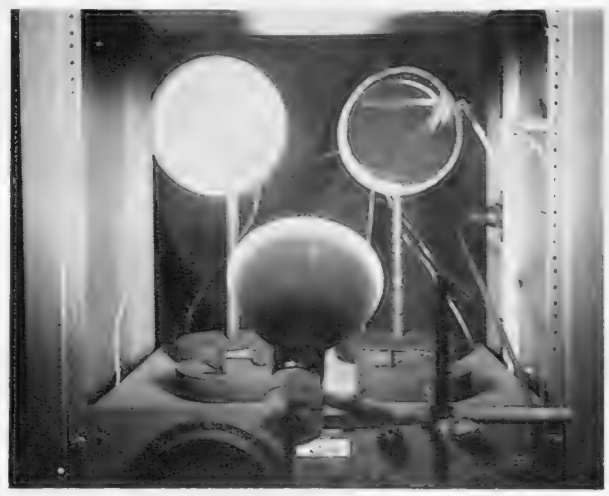
NUCLEAR RESEARCH INSTITUTE

This is an aerial view of the site of the new European Nuclear Research Institute which is now under construction at Meyrin, near Geneva, in Switzerland. The circular plateau-type area which is seen in the centre of the picture forms the foundations for the proposed 3,500-ton protonsynchroton, or particle exhilarator, of the new research laboratory. When it is completed the building will house one of the most powerful "atom-smashing" machines in the world.

On right—

A TELEVISION DEVELOPMENT

The new daylight-viewing television tube seen on the far right, which has been developed by Dr. Charles Feldman, of the U.S. Naval Research Laboratory, in Washington, is expected to provide a simplified approach to colour television. It is compared with a normal tube (seen on the left) during a transmission. Despite the bright light shining from the foreground, the pattern on the new tube is clearly seen, while on the old tube it is completely obliterated

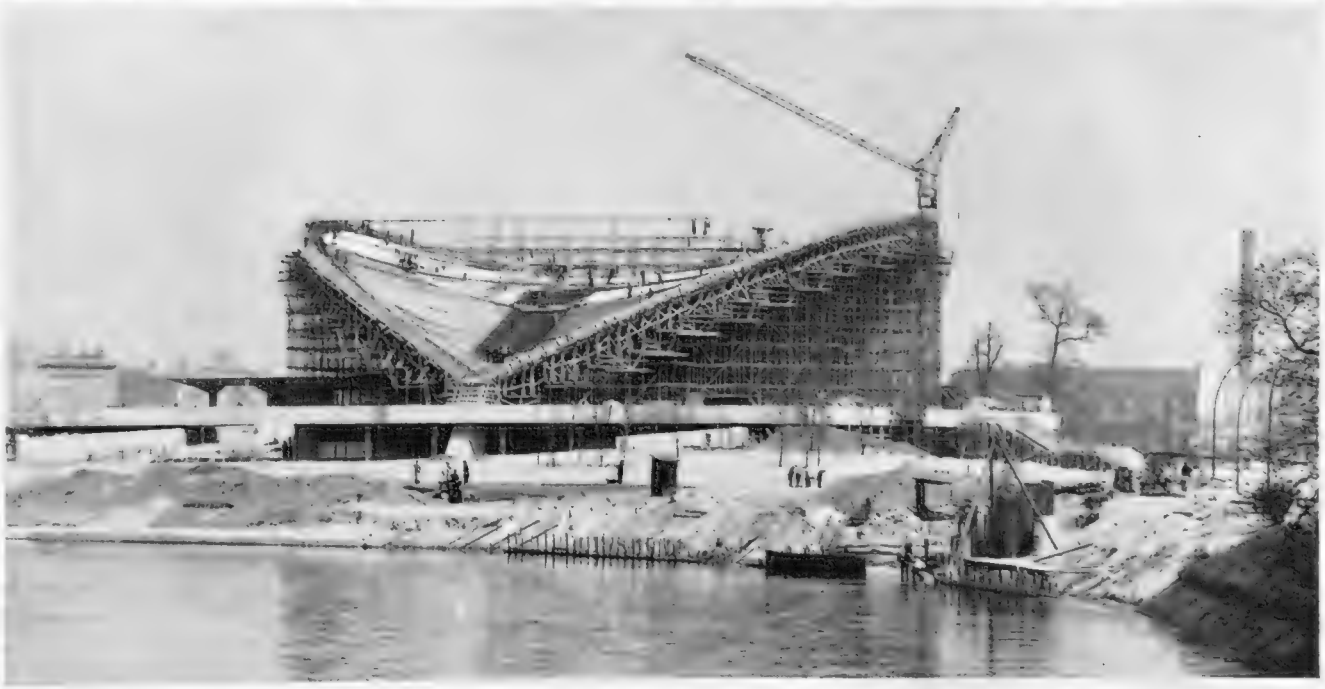


NEW SHAPES IN EUROPE

The inverted, cone-shaped building seen under construction is a huge water-tower, which is being built at Caen, in Normandy, as part of the city's extensive reconstruction programme. In addition to storing a supply of water for use in emergencies, it will house a fire-office, post office, kindergarten, and other public services. A swimming-pool is also envisaged in the scheme.

On right—

Work is in progress on the Congress Hall which is being built in Berlin in the north-east corner of the Tiergarten, near the site of the former Reichstag. It is being constructed by the Benjamin Franklin Foundation, an American-German organisation specially formed for the purpose, and is the United States contribution to INTERBAU, the International Building Exhibition (July 6 to September 29). The main auditorium of the hall will seat 1,200 people.



The Sphere of Travel

THE RIM OF EUROPE

Some Suggestions for Holidays by the Sea on the Shores of the Continent

By GORDON COOPER

THE rim of the land, where it meets the sea, is a fascinating place to most Britons. I believe, indeed, that the combined appeal of sun, sand and sea provides the most popular of all summer holidays abroad. Yet it is so easy to be disappointed when some chosen resort turns out to be different from what is expected. Tourist publicity, quite naturally I suppose, invariably paints a rosy picture of local charms and omits to say anything about possible defects. These defects may include a pebbly beach instead of sand, unpleasant winds, traffic noises, mosquitoes, unsatisfactory hotels, lack of local amenities during periods of bad weather and in the evenings, or paucity of interesting excursions. One or more of these deficiencies can well spoil the holiday to which you and your family have been looking forward for months.

Europe's Continental coastline, measuring thousands of miles, extends from Kirkenes, in Norway's Far North, to Istanbul and around the Black Sea. At one time or another I have travelled along almost the whole of this rim and have visited practically every resort of any importance. In the following brief survey I express *my own* views on what a potential visitor may expect to find in each coastal country. I will start off with a generalisation that in all the northern countries a poor summer means bad bathing conditions.

NORWAY.—Despite its immensely long coastline this Scandinavian country offers little in the way of beaches. On the west coast there is only Sola Strand (near Stavanger), with a good hotel. On the south coast Mandal has an excellent beach but only simple hotel accommodation, and Fevik has a very small beach and a good hotel.

SWEDEN.—The chief defect of this country's seaside resorts is their brief season, the hotels usually opening mid-June and closing before the end of August. On the west coast I can recommend the beaches at Tylosand, Bastad and Falsterbo, with the first two places as my preference for hotel accommodation. Although it entails a longish journey, Visby, on the island of Gotland, would be my first choice.

DENMARK.—The island of Fano, close to the port of Esbjerg, is easily reached and offers superb sands. It is an excellent spot for the family, and Nordby, the chief resort, is well supplied with hotels and pensions. The escapist will love the beaches of North Jutland, where the fishing villages offer simple accommodation. With the added attraction of a stay in Copenhagen, I recommend Hornbaek, near Elsinore. Finland is too far distant to be considered for a seaside holiday.

GERMANY.—Travemunde (on the Baltic) and Westerland (facing the North Sea) are the only two German resorts with appeal to foreigners. The former has a gambling casino. Both places have superb sands.

HOLLAND.—The north coast of the island of Texel has wonderful sands, with fascinating bird sanctuaries offering specialist appeal. De Koog is the only resort of any size, but during the summer it becomes popular with German groups. Pleasant family resorts in North Holland include Bergen aan Zee, Egmond aan Zee, and Wijk aan Zee, while in the province of South Holland I like Katwijk aan Zee and the more fashionable Noordwijk aan Zee. Scheveningen, near The Hague, is the Dutch "Brighton." Domburg, north of Middelburg on the island of Walcheren, is quiet and pleasant, and there is a good beach.

BELGIUM.—The forty-mile stretch of Belgian coast has linked-up resorts all the way. Knocke/Le Zoute at the eastern extremity and La Panne at the western end are my own preferences but, for those who like gaiety, Ostend is satisfying.

FRANCE.—The coasts of northern France and western Brittany (Finistère), with their numerous resorts, are so well known to generations of British visitors that I will not expand on them, except to say that those facing the Atlantic usually offer better climatic conditions. Further south in Brittany is the elegant resort of La Baule, with its wonderful sands, and many attractive smaller places. Continuing on, between the Loire and the Gironde, there are many family resorts which deserve to be better known, not least because prices are lower than on the French Riviera. Les Sables-d'Olonne (Vendée) and Royan (Charente-Maritime) are the most popular and are not difficult of access, while the islands of Ré and Oléron are delightfully informal.

South of the Gironde and easily reached from Bordeaux are some glorious resorts, with magnificent sands and great pine forests. Soulac-sur-Mer and Arcachon are two favourites, the latter being a particularly lively place during the season. Nearly a hundred miles farther south are Biarritz and St.-Jean-de-Luz on the Basque coast, my own personal favourites in France, while a quieter resort is Guéthary.

ON THE SOUTH COAST OF NORWAY: Fevik has a very small beach but a good hotel. It is one of the resorts in Norway which provides all the various amenities expected by those in Britain who seek holidays by the sea on the Continent. Despite its immensely long coast, Norway has few beaches for holidaymakers.

France's Mediterranean coast, stretching from the Spanish to the Italian frontiers, suffers in its larger western half from mosquitoes, hence its general lack of suitable resorts. For the uninitiated, I would also point out that along the French Riviera pebbly beaches (often very big pebbles) provide rather disappointing bathing. The fashionable Juan-les-Pins, on the Côte d'Azur, has, however, good sands, even though they become very crowded. Farther west I always recommend Le Lavandou for a family beach holiday, even though it lacks the excellent excursion facilities which are great attractions of Nice, Cannes, Monte Carlo and Menton.

SPAIN.—This country's northern Atlantic coast has many fine beaches, but few resorts, largely due to variable climatic conditions—it rains a lot, especially in Galicia. Apart from fashionable San Sebastian, the only two places I can wholeheartedly recommend are Zarauz (farther west) and Santander, although the escapist will find delight in some of the picturesque fishing villages. In Galicia, La Toja has an excellent hotel, but last year even in early August I found sea-bathing there to be chilly. Away from all crowds is Playa America (good beach) which is easily reached from Vigo.

In the south of Spain, I find Cadiz a fascinating town, while its state-run Hotel Atlantico gets my recommendation; the only qualification is that the fine sandy beach is three miles distant (but it can be reached by tram). For those who wish to savour typical Spain, which is fast disappearing in the popular seaside resorts, I suggest Puerto de Santa Maria (not far from Cadiz). There the simple but excellent Hotel Loreto does you well for about ten shillings a day. It has been in the same family for seven generations.

The Costa de Sol, between Algeciras and Malaga, is already so heavily booked up this summer that it is practically impossible to get accommodation in any desirable hotel. Torremolinos has now developed into an over-built resort, but I find it disappointing. Still almost undiscovered are the Hotel Sexi at Almunecar (west of Motril) and the Hotel Meson at Castell Ferro (east of Motril), both of which I like. The coa line is as magnificent as any in the Mediterranean.

Spanish tourism is trying, in my opinion, to advar far too fast, and the many "match-box" hotels bei rushed up on the newly-publicised Costa Blanca not to my liking. Benidorm, in fact, is the only res there which even merits a mention, but not my reco mendation. The Costa Brava is still scenically more desirable, even though Tossa and Playa de A are also suffering from a boom in closely packed hote San Feliu, however, remains pleasant, while the Hos de la Gavina, at nearby S' Agaro, and the Ho Aigublava, near Bagur, continue to be my first favouri on the whole of Spain's coast.

PORTUGAL.—The long coastline has miles of supe beaches, but they are often dangerous for bathe Recommended seaside resorts with safe sands a Figueira da Foz, Ofir (charter flights by Horizon Holiday Ericeira, and Praia da Rocha, on the south coast. Esto has only a tiny beach, but is lively in summer.

ITALY.—The resorts on the popular Italian Rivie have variable beaches, like those in neighbouring Fran Shingle and rocks predominate. Good sands exi however, at Alassio and Finale Liguri. Along t Tuscan coast, with its string of resorts, are supe beaches, and this same recommendation applies to mi and miles along the Adriatic coast, especially in t Veneto and Romagna. Prices here are generally lower than on the west coast. Except on Ischia, the beaches around the Bay of Naples are not notable. There are unspoilt beaches south of Paestum, one of the most attractive being at Palinuro where the Club Mediterranée has a camp set amidst a picturesque countryside.

ON THE SANDS OF SWEDEN AND OF SPAIN: Tylosand, on the Swedish west coast, has a long beach. Sweden's seaside resorts have only a short summer season. *On right*—The citadel of Tossa looks down on the sands of the shore of the Costa Brava on the coast above Barcelona in the north-east of Spain.

YUGOSLAVIA.—I think that the Dalmatian coast is especially appealing to those seeking a quiet holiday. My own special recommendations are Lovran, a few miles distant from the fashionable resort of Opatija; the island of Rab, whose principal town, also called Rab, is one of the most delightful places in Yugoslavia; and the little island of Lopud, not far from Dubrovnik.

GREECE.—While a lotus-like life on some classical Greek isle is very tempting, yet from a practical point of view the holiday camps run by Club Mediterranée and Typaldos Lines are perhaps more useful suggestions. These are situated on Corfu and at Xylokastron (near Corinth) respectively.

MEDITERRANEAN ISLANDS.—In the Balearics, Majorca has good beaches in the bays of Alcudia and Pollensa. Recommended resorts are Puerto Alcudia and Puerto Pollensa, while it is worth noting that the famous Formentor Hotel has now come under new management. Off-the-beaten-track recommendations are Cala Ratjada and Cala S. Vicente. Ibiza has poor beaches, but on the nearby island of Formentera there are miles of glorious sands. The Hotel Oasis is extremely simple, but friendly. Minorca has at last a good hotel—the Port-Mahon—while the Xuroy at Alcaufer and the Bahia near Cuidadela can be recommended for simple-lifers. Horizon Holidays now run charter flight holidays to this island.

Corsica is poor in seaside resorts, but the Hotel Napoleon at L'Ile-Rousse can be recommended. Sardinia, rid at last of its malaria, is fascinating, and Horizon Holidays, a travel firm which has the enterprise to seek out new holiday lands, and C.I.T. offer an attractive opportunity to stay at Alghero. Elba has magnificent beaches and some good hotels. Capri has no beaches, while Taormina, Sicily's most popular resort, has a small beach below the town. Malta has fair beaches, but its hotel standards are generally poor. Rhodes has good beaches and satisfactory accommodation.

FOR FURTHER INFORMATION

Belgian Tourist Office, 167, *Regent Street*, *W.*1.
Travel Association of Denmark, 71, *Piccadilly*, *W.*1.
French Government Tourist Office, 178, *Piccadilly*, *W.*1.
German Tourist Bureau, 6, *Vigo Street*, *W.*1.
Netherlands National Tourist Office, 38, *Hyde Park Gate*, *S.W.*7.
Italian State Tourist Office, 201, *Regent Street*, *W.*1.
Norway Travel Association, 20, *Pall Mall*, *S.W.*1.
Portuguese Tourist Office, 20, *Lower Regent Street*, *S.W.*1.
Spanish Tourist Office, 70, *Jermyn Street*, *S.W.*1.
Swedish Travel Bureau, 7, *Conduit Street*, *W.*1.
Yugoslav Tourist Office, 143, *Regent Street*, *W.*1.
Bennett's Travel Bureau Ltd., 11, *Grand Buildings*, *Trafalgar Square*, *W.C.*2.
C.I.T., 10, *Charles II Street*, *S.W.*1.
Horizon Holidays Ltd., 146, *Fleet Street*, *E.C.*4.
Lairdways Ltd., 198, *Sloane Street*, *S.W.*1.
Sir Henry Lunn Ltd., 36, *Edgware Road*, *W.*2.
Oceanways Ltd., 23, *Haymarket*, *S.W.*1 (*for Greek travel*).
Travel Counsellors Ltd., 139, *Kensington High Street*, *W.*8 (*representing Club Mediterranée*).
Typaldos Lines Ltd., *Bevis Marks House Bevis Marks*, *E.C.*3.
Wayfarers Travel Agency Ltd., 20, *Russell Square*, *W.C.*1.
Yuills Ltd., *Ocean House*, 3, *Old Broad Street*, *E.C.*2.

OFF THE BEATEN TRACK IN MAJORCA: Cala San Vicente, lying below a rocky ridge, is not so well known as some of the other resorts in the Balearic island but it can provide good holiday conditions for those seeking to avoid the more populous places with established reputations. In Majorca's bays are some of the best beaches in the Mediterranean islands.

TANGIER

A recent visit convinced me that Tangier is one of the best seaside holiday resorts, even though it is just outside the rim of Europe. The beach is superb, the climate excellent, the amenities unsurpassed. Interesting excursions can be made (without difficulty) into Morocco, Gibraltar and Spain. Conditions are tranquil. First-class hotels include the El Minzah, Velasquez, Rembrandt (room and breakfast only). Recommended second-class hotels are the Miramare and the Rif, while for wonderful French cooking the Hermitage gets my three stars. Prices are much the same as in Spain, pesetas and French francs being the currency; exchange can be effected at favourable non-official rates in Tangier. The recommended journey is by air (B.E.A.) to Gibraltar, thence by Gibraltar Airways—a 20-minute flight. There is also a daily ferry service. Back's Travel Service (56, Coram Street, W.C.1) is a recommended specialist travel agent, while further information can be obtained from the Moroccan Tourist Office (22, Hans Place, S.W.1).

Papal Pageantry

Prince Rainier and Princess Grace of Monaco are Received in Audience by the Pope

A PAPAL AUDIENCE FOR PRINCE RAINIER AND PRINCESS GRACE: The rulers of the Principality of Monaco are here waiting in an ante-room before seeing His Holiness. They gave the Pope a rare medallion showing Monaco's patron, St. Devota.

THE POPE WITH PRINCE RAINIER AND PRINCESS GRACE: The Prince and Princess of Monaco were given an audience of fifteen minutes on Tuesday of last week. Prince Rainier is seen in this picture wearing the Chain of the Golden Spur, the second highest of the five Papal orders of chivalry, which had been conferred on him on the previous day.

MONACO'S PRINCE AND PRINCESS LEAVING THE APOSTOLIC PALACE IN ROME: They were escorted by Swiss Guards and Pontifical Chamberlains. The Pope talked with the couple for a quarter of an hour, and His Holiness gave Princess Grace an ivory and gold rosary, and a golden medal for Princess Caroline, her daughter.

On right—

POPULAR VISITORS TO THE VATICAN: Prince Rainier and his wife were greeted by a crowd estimated at 20,000 when they left St. Peter's after their audience with the Pope. Enthusiastic sight-seers broke through Papal and Italian police lines and for some time prevented their car from moving away.

A gracious welcome to your guests

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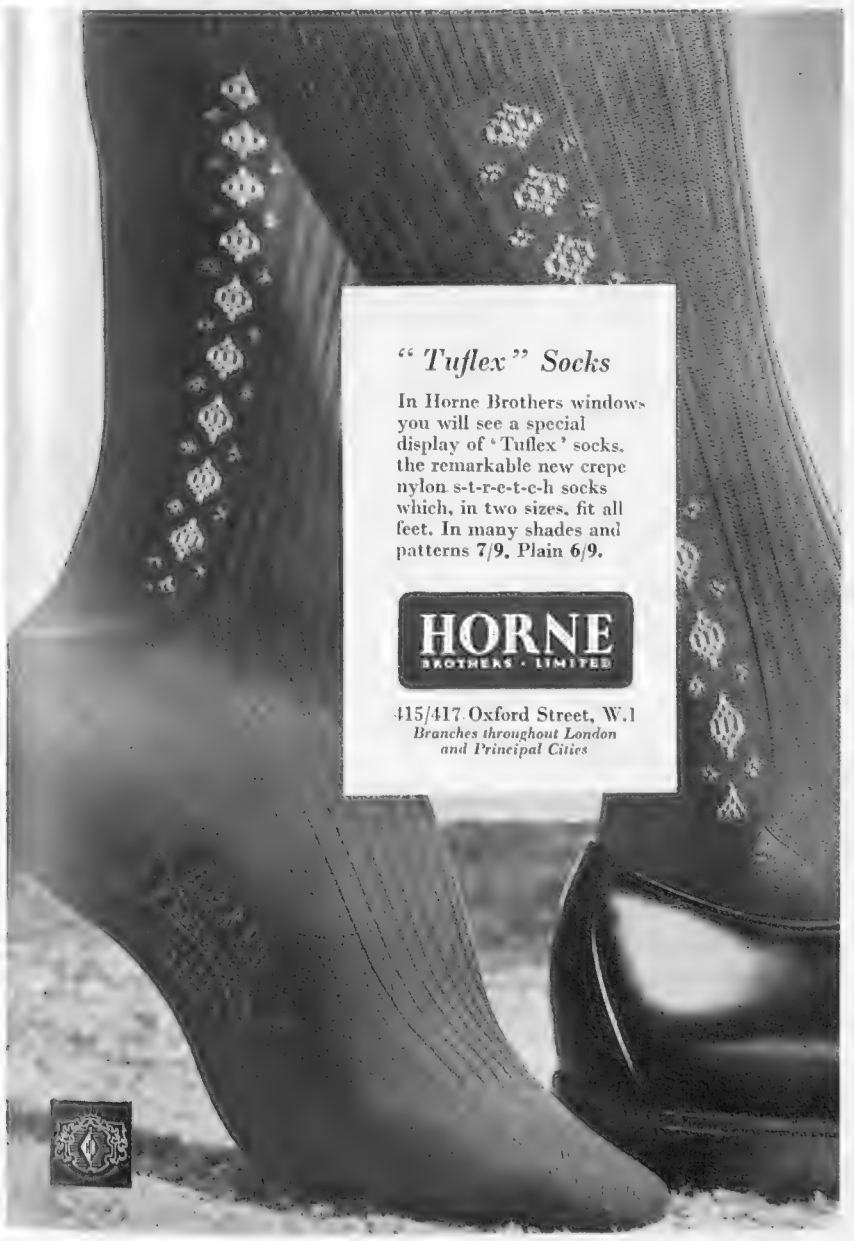

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The World of Books: By VERNON FANE

ESPIONAGE AND TREASON

A British Secret Agent; In Defence of Sir Roger Casement; The Epic of the "Amethyst"; Shepheard of Cairo; a Wide Range of New Fiction

THE first thing that Mr. David E. Walker did when he became an English spy was to buy an attaché case for carrying secret documents and re-read Somerset Maugham's *Ashenden*. Thus fully accoutred he started out, with several years' experience as a newspaperman behind him and seven years' espionage in Switzerland (like Ashenden), the Balkans and Lisbon ahead. LUNCH WITH A STRANGER (Wingate. 13s. 6d.) is Mr. Walker's own story of his exploits, most of it very exciting stuff and some of it, for he has a light and felicitous touch, very amusing. His career as a spy is best summed up in his own words: "Although frequently half-paralysed with fear, I thoroughly enjoyed those years in 'Government service.'"

THE ACCUSING GHOST or JUSTICE FOR CASEMENT (Gollancz. 15s.) has been written by Mr. Alfred Noyes in a desire not only to reopen the whole question of Sir Roger Casement's trial and execution for high treason in 1916 but to support the repeated requests of the Irish Government that Casement's body should be returned to the country he loved. The third and paramount purpose of the book is to demonstrate that the diaries which played so sinister a part in Casement's trial were spurious, in that they were his translations of the diaries of a notorious man who had been ill-treating the natives in the Putumayo. Mr. Noyes writes with passionate feeling and has collected an impressive array of testimony to support his plea.

A STORY OF MAGNIFICENT COURAGE: Mr. Colin Hodgkinson holds a model of a Spitfire fighter as he talks with Group Captain John Cunningham in a public house in North London. The occasion was the launching of Mr. Hodgkinson's book *Best Foot Forward*. In it the author tells how he took part in operational flying in the last war, in spite of the loss of both his legs. In the 1955 General Election he contested South-West Islington as the Conservative candidate. *Best Foot Forward* was reviewed in "The Sphere" last week.

The next two books are sea epics of events separated by nearly a hundred years' interval. ESCAPE OF THE AMETHYST (Heinemann. 16s.), by Brigadier C. E. Lucas Phillips, is the story of an extraordinary exploit that took place just eight years ago in the Yangtse River when H.M.S. *Amethyst*, under 1,500 tons and at this time sailing with a very young crew at half strength, was set upon by a Chinese Communist battery and half-destroyed. The frigate anchored perforce and then followed weeks and months of intolerably frustrating diplomatic exchanges between the commander and the Chinese authorities. These efforts were so useless that Commander Kerans decided to break out and make a dash for freedom which the C.-in-C. was to describe as an epic in the history of the Navy. A wonderful story and one to remind us of the reasons why we are proud of our senior service.

BARENTHA ROCK (W. H. Allen. 18s.) is Mr. Stanley Rogers' account, told with a proper sense of a very real drama, of a tragic yet splendid adventure in mid-Atlantic in 1873. At this time a clipper sailed from the Port of London to go westward across the Atlantic with a captain who, logically or superstitiously, feared the existence of a mid-Atlantic rock. To avoid it he sailed hundreds of miles out of the accepted course and so came across a terrible shipwreck. This is a story to thrill the reader even at this distance of time.

Three new biographies are as marvellously different as the people who inspired or wrote them. Mr. James Dillon White's book, BORN TO STAR (Heinemann. 25s.), is the life story of Mr. Lupino Lane, a widely-known comedian and a member of a theatrical family which came into the history of the English theatre in 1634 when Georgius Luppino brought his puppets over and founded the tradition. The present Mr. Lane made his first stage appearance at the age of three, his second at seven, dressed as a poodle, and has now covered practically every side of show business except the Old Vic. He also, you may remember, swept the country with a song and a dance called the "Lambeth Walk."

SAMUEL SHEPHEARD OF CAIRO (Michael Joseph. 18s.) is Mr. Michael Bird's study of an Englishman who was born in the year of Waterloo, had a fairly cursory training in the catering business and as a young man landed in Alexandria with the proverbial shilling in his pocket. He became the tough and enterprising head of the hotel in Cairo named after him. Mr. Shepheard, by his own admission, had good pickings from the Crimean War and the Indian Mutiny and finally sold his hotel to retire with his wife and children to England. An odd history of a Victorian version of the tough guy.

FOOL'S GOLD (Allen and Unwin. 16s.) is Mr. Erik Munsterhjelm's narrative of prospecting and trapping in northern Canada between 1934 and 1939. If it has no other effect on the reader it will prove to him that the great and adventurous days of the Far North were by no means ended with the Chilkoot Pass and the Trail of the Yukon. When the author was after gold he had the exasperating after-knowledge that he had been unsuspectingly camping almost over a gold-mine. Picturesque in a rough and virile way.

The range of new novels is wide enough to satisfy the omnivorous or delight the selective. Miss Iris Murdoch's THE SANDCASTLE (Chatto and Windus. 15s.) is about some of the masters and masters' wives in a good, second-string public school within commuting distance of London. The cat she has put among these pedagogic pigeons is a pretty artist from France. Witty and sensitive in its treatment.

WITH BOTH EYES OPEN (André Deutsch. 10s. 6d.) is a slight story by Mr. Paul Hyde Bonner who seems to have a lighter hand with his stories of European diplomatic and social intrigues than when he deals with Scottish moors and South Carolinian shoots. But the detail of the actual sport is good.

Mrs. Elspeth Huxley, in RED ROCK WILDERNESS (Chatto and Windus. 15s.), treats the question of scientific dedication in her story of a distinguished biologist who goes to one of the further recesses of the French Congo. The reason is unknown to the world until he is tracked down by a persevering young Scot and found to have offered himself as a guinea-pig in an experiment of fantastic danger. When Mrs. Huxley writes about Africa she is an expert on her own subject and the tension of the plot is often secondary.

THE FACES OF LOVE (Faber. 15s.), by Mr. John Hearne, is a Caribbean novel in which, again, the physical and natural setting has an equal value with the people who live the story. This is a young writer who is making his way steadily and fast to the front rank.

In this country we are apt to think a lot *of* Switzerland, and a fair amount *about* it, but practically never consider its people. Caroline Rogers, in THE IMPERFECT WEAVE (Heinemann. 15s.), writes about an English Catholic girl who marries the Protestant Swiss son of a rich and stuffy industrialist. She brings enough vitality and authority to redress the balance and make us curious about such a *milieu*.

The English scenes of this background have something in common with Mr. Timothy Hanley's setting in THE TOUGH FLOWER (Macdonald. 13s. 6d.), which is a quiet, graceful novel about a country family for whom even the mild changes of the first decades of this century are almost overwhelming.

EVERYWHERE I ROAM (Longmans. 16s.) is American in a Mark Twain-ish sort of way and concerns a middle-aged character who takes a poor view of modern industry and the current expressions of civilisation and sets out in a rickety old car with his children to find somewhere in which he can enjoy the good old times. Mr. Ben Lucien Burman writes with gusto.

Mr. Harold Mead's novel, MARY'S COUNTRY (Michael Joseph. 13s. 6d.) is, frankly and indeed successfully, a moral tale. It is about a group of children brought up in a totalitarian state to accept a political rather than a moral view of life. They escape to safety and towards a recognition of good and evil.

Finally, Mr. Edward Hyams' translation of a small French classic, THE SPONGER (Longmans. 15s.), by Jules Renard. It was written with an exquisite economy and dry wit more than eighty years ago.

CATHEDRALS OF SPAIN

The Paradox of Spanish Architecture

In examining the Spanish character John Harvey discovers deeply opposed characteristics residing side by side, and a mass of paradoxical antipathies which add up to a single human being much more human, maybe, than those who live by the rule of an arbitrary consistency. Within the Spanish cathedral Mr. Harvey discovers the same expression of this paradoxical attitude, pointing in particular to the *coro*, the separate structure blocking up the nave and destroying the unity of conception with which the building was endowed by its architects. Some readers may feel that in his survey of THE CATHEDRALS OF SPAIN (Batsford. 35s.) Mr. Harvey is asking us to follow him through paths that are too tortuous and unrewarding. But there is no denying that this is a general survey of the deepest interest and great authority, magnificently presented in the best Batsford tradition.

Norman Hardie, fellow countryman and climbing comrade of Sir Edmund Hillary, the conqueror of Everest, was one of those who in 1955 reached the summit of Kangchenjunga, the third highest mountain in the world. Something infinitely more remarkable was to follow in a personal adventure which came after his descent from the mountain. Parting from the main expedition at the Base Camp, Hardie walked with his Sherpa companions across the ranges and through the valleys of Upper Nepal until they came to the Sherpa village of Khumjung. There he lived for many months with the Sherpa people. His book, IN HIGHEST NEPAL (Allen and Unwin. 21s.), is a most delightful piece of work.

From the same region on the roof of the world comes Robert Ford's CAPTURED IN TIBET (Harrap. 18s.). It is a remarkable testimony by a young man who as radio officer in the Tibetan Government was working in Tibet at the time of the Chinese Communist invasion. Ford stayed at his post until the last moment and then, attempting to escape over the mountains by pony, was cut off and captured by the Chinese. He was accused not only of espionage and spreading anti-Communist propaganda, but also of murdering an incarnate lama. He remained a prisoner of the Chinese for four-and-a-half years, enduring much hardship and great mental suffering. The book is chiefly interesting for the light that it throws upon Tibetan progress before the invasion. Mr. Ford found the country backward and feudal, but if most of the people were poor there was no hunger and a great deal of human happiness. Material progress was slow, but, he asserts, it was beginning to come. The Communists, of course, initiated vast developments and at great speed, but the price that Tibet had to pay for all this material progress is in Mr. Ford's submission "simply not worth it." This is a most thought-provoking book.

Over forty years spent in the Northern Territory of Australia have given Mr. W. E. Harney a unique opportunity of studying the Aborigines of that land. He has lived and worked among them as drover, mineworker, and contractor on cattle stations, and for over eight years he was a Patrol Officer in the Native Administration. In LIFE AMONG THE ABORIGINES (Robert Hale. 18s.) he imparts some of the fruits of his long and rich experience, showing that these remarkable people have developed a great culture and social organisation within their limited environment. Mr. Harney's book contains valuable source material, written in a most lively fashion.

Oswell Blakeston's ISLE OF ST. HELENA (Sidgwick and Jackson. 21s.) is an admirable historical and topographical description of this British possession which, apart from its Napoleonic fame, rests in comparative obscurity in the heart of the South Atlantic. Another of St. Helena's most remarkable residents was Dr. Barry, the medical officer, who in a lifetime of service in many parts of the world successfully concealed the fact that she was a woman and, indeed, was so full of military zeal that she behaved with distinction on the field of Balaclava. Unfortunately, the record of her St. Helena days is scanty, but she forms part of the pattern of an island rich in history and in personality.

Madelaine Duke, whose reputation for writing about secret missions and dangerous intelligence assignments, is now well established, is the author of NO PASSPORT (Evans. 16s.), another wartime narrative in the same vein. The hero is Jan Felix, and the author's intention is to show the quiet, often unspectacular, work of a typical British agent engaged on his sometimes dull but always dangerous routine in the heart of enemy terrain. Madelaine Duke fails in only one respect; she never for a moment makes the job seem drab or dull, but she does make us realise that to little-known cosmopolitans like Felix the world owes a deep debt of gratitude.

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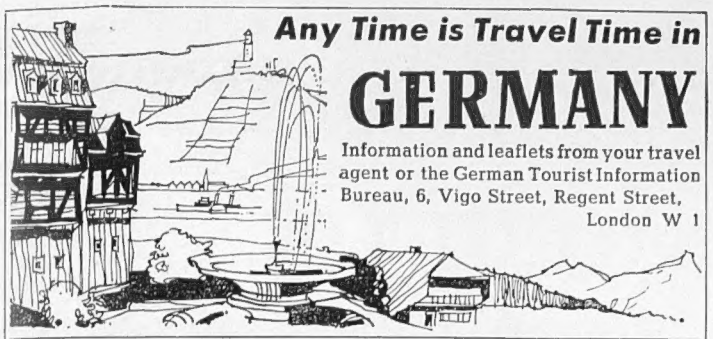

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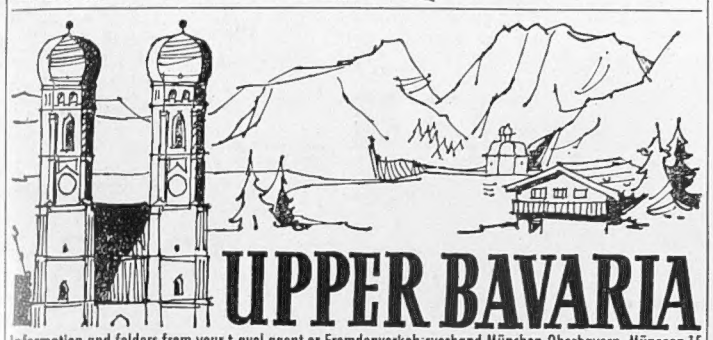

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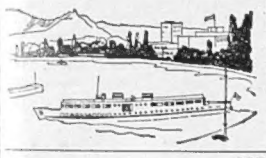

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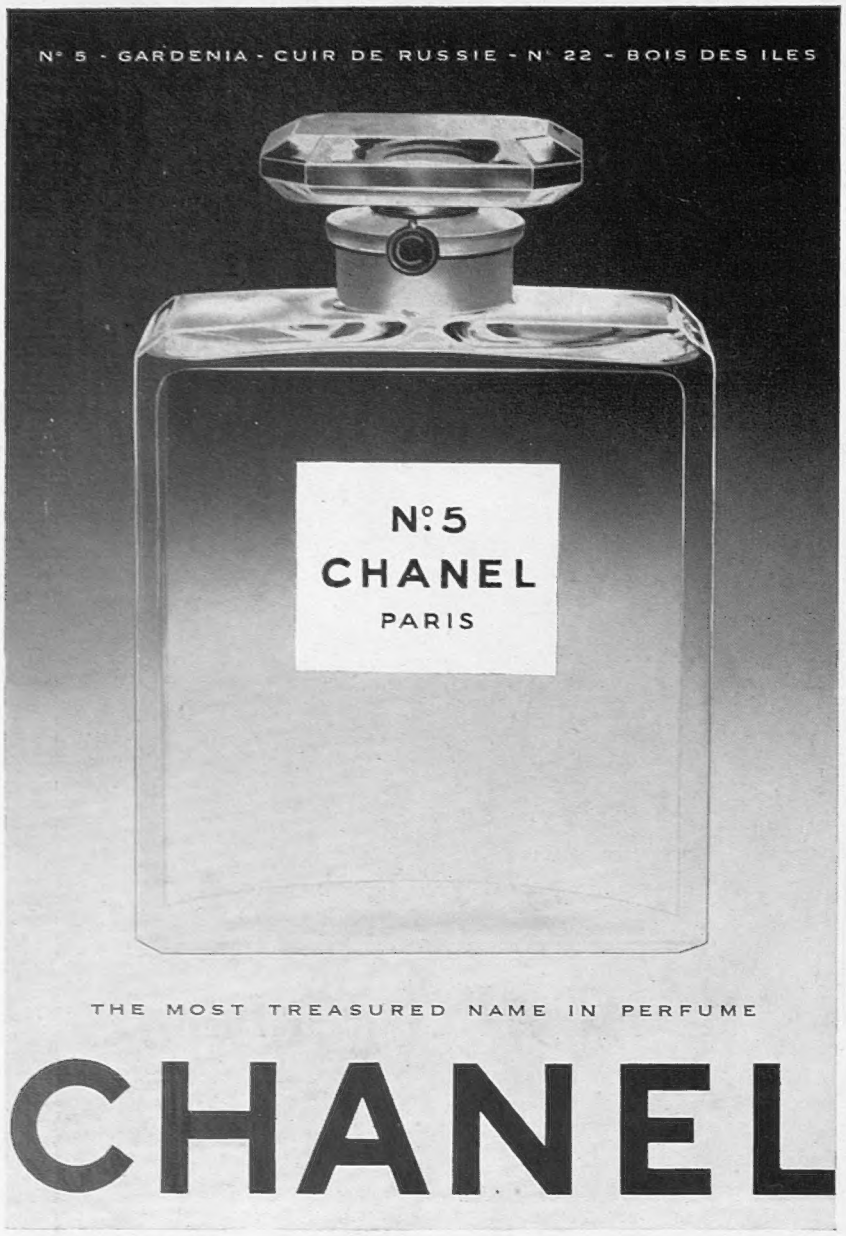

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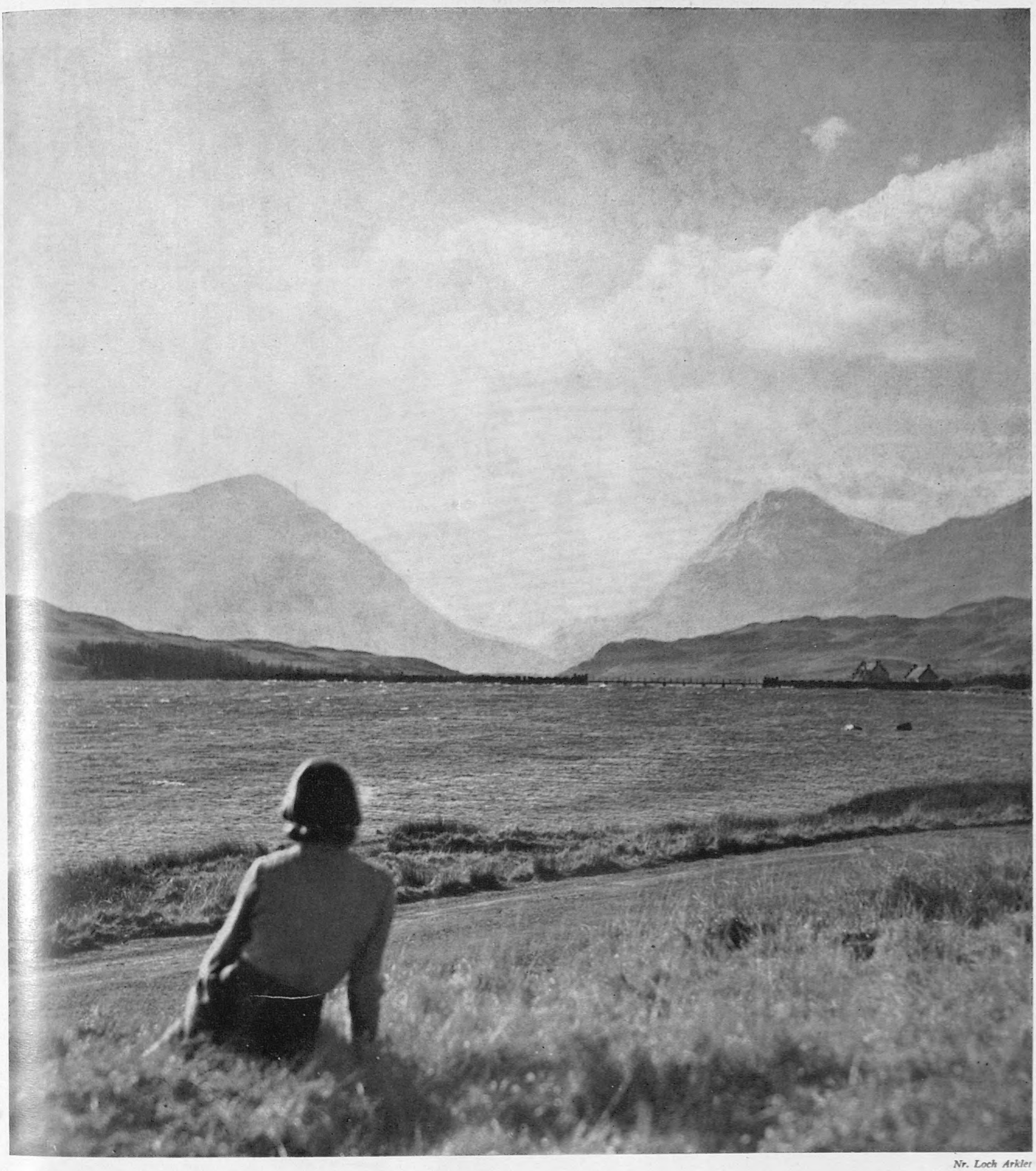

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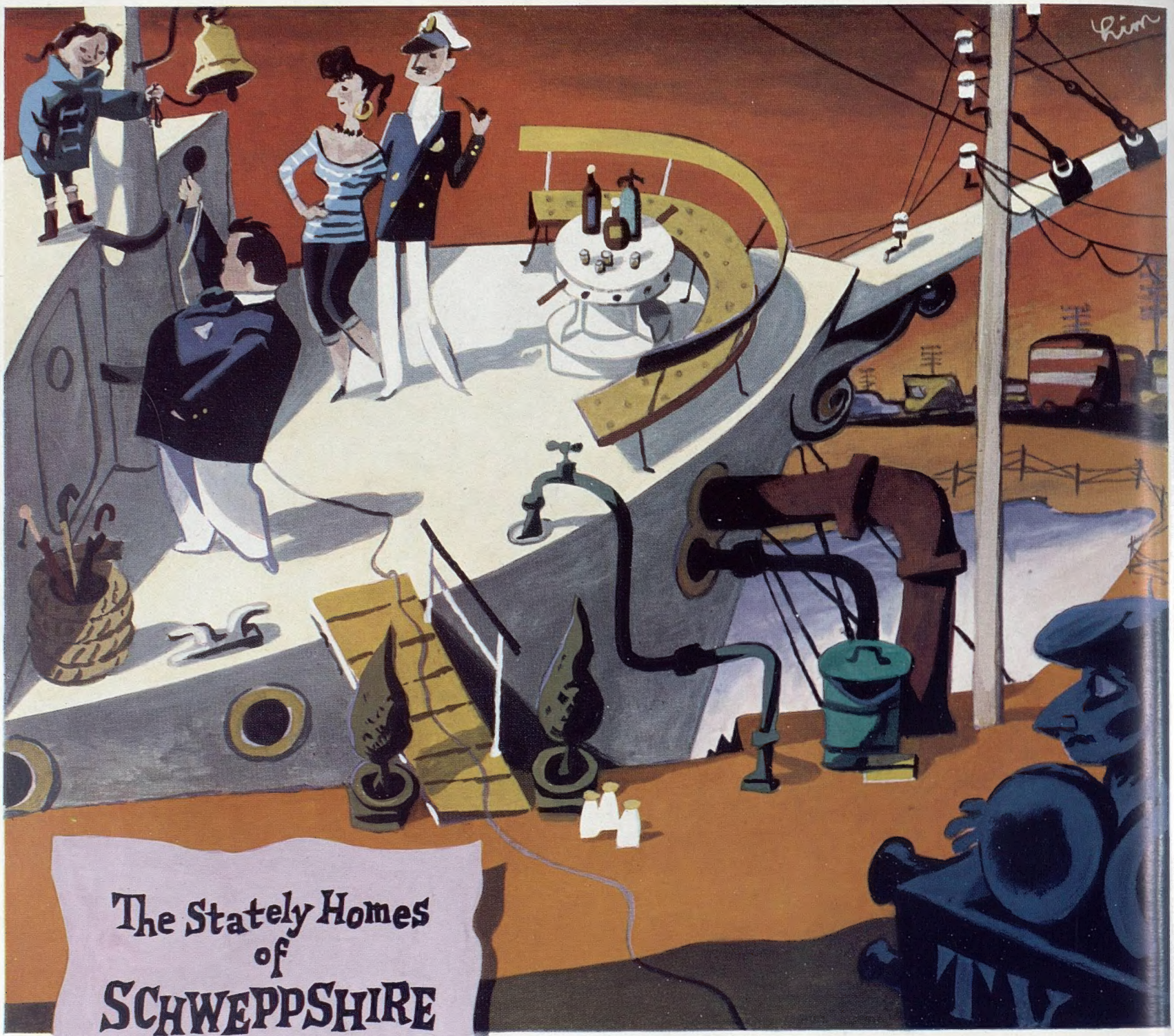

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Written by Stephen Potter, designed by George Him

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